

COACH

The weekly for the coach industry

MART

Issue 653 £1

August 22nd, 1991



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COACH

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MART

August 22, 1991

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COMMENT

THE myth that the coach industry is brimming with cowboys racing up and down the motorway at 80 miles per hour and flouting all the driving regulations in the book has been dispelled.

According to the consumer watchdog, the National Consumer Council, our industry does get it right and - believe it or not - customers are well pleased with the service they receive. A MORI survey commissioned by the NCC shows that the 85 percent of coach passengers were satisfied with the overall service they received.

The NCC's annual report was widely reported in the national press and on television and radio. However, the emphasis was firmly placed on the poor standard of service provided by British Rail and the buses.

While BR and bus bashing is a popular pastime in the media, it would have been nice for the coach industry to have got the credit it deserved. Many of the reports did not even mention the valiant efforts made by the operators to upgrade its quality of service and the glowing praise received from its customers.

Remember, British Rail receives massive Government subsidies just to keep it on the tracks - the coach industry does not. If we don't provide the quality of service at a price that is right our customers will vote with their feet. If our coaches are empty we receive no hand-out to keep going.

It is that fact which makes the strides the industry has made all the more creditworthy and provides a welcome boost in these difficult times. However, there is still room for improvement and no time to rest on our laurels.

If you honestly believe standards are as high as they can be, take a glance across the Channel at the German coaching industry and the quality of service it provides.

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TOURS

Hundreds stranded as Glyn Williams dies

CONVICTED conman Glyn Williams has died, leaving a trail of cancellations and disappointed holidaymakers.

The 55-year-old had been running the Bristol-based Beach Club - offering coach holidays to Europe - when he died after a hip operation.

Within days, the company was being wound up, 600 holidaymakers may lose their deposits and many more were stranded abroad... being rescued by coach operators working for Beach Club.

Glyn Williams was no stranger to insolvency. He was at the helm of Total Sun, which went bust

in 1989 stranding 500 Britons. He was convicted of a £50,000 credit card fraud and served 18 months imprisonment, starting Beach Club two months after his release. At the time of his death, he was being investigated by both trading standards officers and police.

Beach Club had sent out brochures claiming that it had taken over the business of former ILG company, Intasun, and National Holidays. Holidaymakers who had paid deposits for holidays in France had since discovered he was not authorised to accept the payments.

COACH

Merger firm says retirement is chief sales cause

RETIREMENT is one of the chief reasons coach businesses are for sale, says merger and acquisition company, KCR International.

The Manchester firm, which specialises in transport acquisitions, says there has been a growth in both the number of coach companies for sale and the number of buyers: 'It's an assumption that the

companies are for sale because they are struggling but this simply isn't the case,' said negotiator, Louise Hands.

'A great many are doing really well although their travel agencies may be suffering. The most common reason their owners want to get out is that they've reached their 50s after 30 years in the trade and simply want to cash in and

take early retirement.'

Louise Hands said demand was high because many transport companies are under the impression the economic climate means they'll get a bargain: 'The truth is, companies are now realistically priced, which probably wasn't true at the height of the boom.'

Buyers were almost always other bus and

coach companies, she said. The specialised nature of the transport industry put other buyers off.

Very few coach companies were sold simply for their property assets, most being kept running or being dovetailed into existing operations.

The chief asset of any coach company is its location, with Midlands' companies particularly popular.

COACH

Plaxton revives the Kirkby name

THE Kirkby name has been revived by Plaxton for its retail sales division at Anston in Sheffield.

Before it became part of the Plaxton empire, Kirkby Coach and Truck Sales was a major dealer in its own right, but following its integration within the group it changed its name to Plaxton Retail Sales.

However, this month the dealership became known as Kirkby Coach and Bus.

General manager, Cliff Groves, explained: 'We felt the company needed an identity of its own and bringing back the Kirkby name seemed the natural thing to do.'

'Many coach operators still think of the business as Kirkby's and there is a tremendous amount of goodwill attached to the name.'

IN COURT

The Kings Ferry driver in court on drugs charge

THE Kings Ferry driver Brian Cadwallader - bailed for £75,000 while charged with an alleged drugs importation offence - is to appear in committal proceedings on October 10 at Dover magistrates court.

Mr Cadwallader was arrested at Dover after Customs & Excise officers discovered 50 kilograms of cannabis resin concealed on the vehicle (*Coachmart*, July 4).

BUYOUT

National Welsh worker buyout will go ahead soon

THE NATIONAL Welsh worker buyout bid is on the verge of being finalised, says a source at the company.

The workforce of 800 have chosen the Wales Co-operative Development and Training Centre to prepare a business plan and financial advisers to raise the capital in a takeover of the trouble-torn company.

The plan is expected to be completed within



the next fortnight and will then be presented to the board of

directors for consideration. Neither the WCDTC or

National Welsh wanted to comment on the progress made.

BRIEFS

● **THE East London Bus and Coach Company is to convert its route X15 (East Beckton, Cyprus-Charing Cross Station-Oxford Circus) to driver only operation and revise its timetable in November.**

● **PETER Cook (57), in charge of the coach and car parks at Blackpool Pleasure Beach for 13 years, has died suddenly.**

He was car parks and games manager and a popular figure.

● **THE biggest single batch of new buses to be ordered by Metrobus of Orpington entered service this week.**

They are seven Reeve Burgess Pointers based on the Dennis Dart chassis and are being used on the company's services in south east London.

● **LOTHIAN Region Transport has taken delivery of what is believed to be the largest double deck order of the year in the UK from Walter Alexander & Co (Coachbuilders).**

Thirty-six Leyland Olympians - worth £3.7 million - have been handed over to LRT chief executive, Charles Evans, by his opposite number at Alexander, Ian Galloway.

● **CRAWLEY Luxury Coaches has moved from its headquarters in Pease Pottage, West Sussex.**

It is now located in Stephenson Way, Three Bridges, Crawley, West Sussex. Tel: 0293 521007.

● **SUFFOLK operator, Beestons, is counting the cost of a parking accident which demolished its office and destroyed the front of a Leyland Tiger coach.**

The Hadleigh-based firm was thrown into turmoil after one of its vehicles rolled down the yard and ploughed through the wall.

Proprietor, Roy Munson, had left the office only seconds earlier.

EMPLOYMENT

Westlink axes 30 drivers

COACH operator Tellings Golden Miller's first London Transport contract has forced London Bus subsidiary, Westlink, to put 23 Leyland Nationals 'on ice' at its Hounslow depot and make over 30 drivers redundant.

Tellings' bus operating arm, Staines-based TGM Buses, has started operating the five-year contract between Staines and Hounslow, involving routes 116 and 117, using 13 Leyland Nationals acquired from Midland Fox and other Drawlane companies. TGM has set on an additional 34 drivers, including some made redundant by Westlink.

'We are open to all propositions and will obviously be looking for more LT tendered services,' said managing director, Steve Telling, when asked about the coach company's future bus plans.

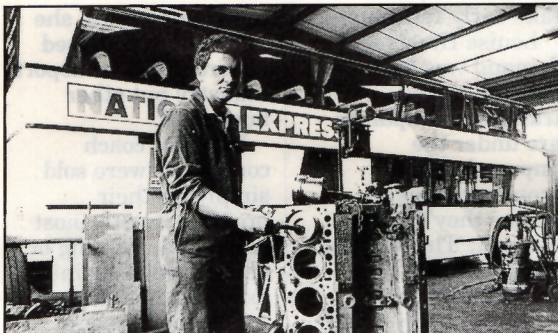
BeeLine/Alder Valley subsidiary, London Buslines, won another LT contract previously operated by Westlink, route 203 running between Brentford and Staines. It is interworking this

with a new LT contract, route 201 between Hounslow and Staines. Buslines is currently hiring-in six Dodge S56 Little Nippers from South Yorkshire Transport for its Southall depot - but will be replacing these with six 28-seater Mercedes on order from Reeve Burgess when it takes delivery at the end of this month.

Buslines has operated LT contracts since 1985 and runs a further five with a total peak vehicle requirement of 42. It has taken on 18 new drivers for the work, including one ex-Westlink driver.

Westlink, however, is looking for future contracts. 'We have started a new commercial service, route 417 giving an hourly headway between Hounslow and Ashford,' said Bruce Spencer, assistant to Westlink's managing director, Geoff Chamberlain. 'The new service uses two Nationals and provides a link through Staines and Egham. It also serves Ashford Hospital for the first time since London Country ceased to operate its 441 route between Staines and Heathrow.'

MAINTENANCE



Mechanic Ian Coker: rebuilding the Neoplan engine.

Workhorse gets refit

AFTER one million miles of service - achieved over four-and-a-half years of transporting West Country passengers to London - a Trathens Neoplan double decker is undergoing a refit.

The vehicle, used on National Express Rapide operations, was the first new coach run by the Plymouth company when it restarted non-stop operations in 1985. It is a V10 15 litre, 352 horsepower Mercedes and was first registered in 1986. The engine is being rebuilt with new pistons, camshafts and injectors by mechanic, Ian Coker, who holds the replacement record with a time of one-and-a-half hours. After its overhaul, it will go on for a further half-million miles, running as part of the two-hour service operated by Trathens.

LIQUIDATION

MINIBUS builder, Europa, is in voluntary liquidation, after assuring the industry its operation was safe.

The firm, owned by CG Whittaker Group, had assured operators that all was well as five of its sister

Europa is in liquidation

companies fell victim to insolvency. Now Europa itself has crashed, after desperate moves to meet the demands of its creditors.

COACH

York Pullman service loadings are on the up

YORK Pullman says loadings are picking up on its tendered City Centre Shuttle service, which started a month ago.

It was hoped the council-instigated Saturday service would relieve congestion in the city centre caused by coaches picking up and setting down close to attractions... a practice cut short by new traffic regulations.

Pullman says the service quickly empties the coach park of passengers but by 11.30 am the number of clients has dropped virtually to zero, car park passengers then making up the bulk of loadings. It is using five coaches, three A reg Paramounts and two X reg Supremes, to service the 10-minute frequency from around 8.30 am to 6.30 pm.

SALE

Lucketts is on the market

LUCKETTS of Watford has been put up for sale following the decision of its husband and wife directors' team to retire.

It runs a mixture of commercial and tendered bus routes as well as contract and private hire from its base in King Street, Watford. Turnover is said to be over £870,000.

The fleet consists of 18 vehicles valued at £360,000.

of insolvency was not known as *Coachmart* went to press

● Europa had told operators it had a full order book until October, with major orders for its Mercedes 811/814-based Enterprise.

TOURS

Fred is back in charge at Scotts of London

THE WORK of London operation, Scotts Tours, is back in the hands of its former owner, Fred Scott.

The firm's coaches ground to a halt three weeks ago and Mike Thornton, a director of the Longthornton company which bought Scotts in 1987, mysteriously disappeared.

It is understood that Scotts Tours had cash flow problems arising from money it was

owed.

Now the former owner, Fred Scott, and his firm F Scott and Daughters, is back at the helm and has been meeting Scotts Tours commitments with a combination of his own cash and a helping hand from coach industry friends.

'I'd particularly like to thank London area operators,' said Mr Scott, a well-known figure in the area.

'They have been

rocks. I could have done very little without their help.

'I've been trying to sort everything out. The firm now has half the fleet to work with but I'm looking around to buy new vehicles. Scotts is in a much more stable situation now.'

He said that out of 11 jobs completed by Scotts last weekend, only five involved any payment.

The rest were a

legacy of work from Scotts Tours.

● **LONGTHORNTON** was not a partnership between Mike Thornton and David Brason - as reported in *Coachmart*, August 8.

It is understood that Mr Brason was a consultant employed by the company - as he is by other companies.

Coachmart apologises for any confusion that may have arisen.

TOURS

Land Travel is fined for 'smoking' offence

BATH tour operator, Land Travel, paid a court £1,200 after admitting a trades description offence.

The firm advertised a non-smoking break to Italy but Jeffrey and Andrea Girling found the coach was shared with a whole host of smokers. Magistrates in Nottingham fined Land Travel £800 and an additional £400 costs.

The couple told the court they had enquired twice about the smoking ban and been told the trip would be good to its promise of 'book up now on our no-smoking dates and breathe easily.'

Land Travel said it had not set out to mislead the public but had 'consolidated' its loading with smokers after sales of the trip fell below expectations.

● Land Travel was snubbed last week by a Suffolk coach operator after offering nine days' work in Italy, using two drivers, for the all-in payment of £1,500.

Land Travel contacted Beestons of Hadleigh when it wanted coaching for a Tyrol trip. For a five-year-old 49-seat executive with two drivers, toiletted and with video, it was prepared to offer a mere £160 a day.

'It's a joke isn't it?' Beestons' boss, Roy Munson, told *Coachmart*.

'The cost of drivers alone would be £800, including their expenses, and I could expect to pay £200 in tolls.'

'I've decided not to do the work. After all, Beestons is here to stay.'

NEW VEHICLE

Caetano hits the target with Forest

NOTTINGHAM Forest has taken delivery of a new luxury team coach in readiness for the new football season.

The coach has been tailor made by Salvador Caetano (UK) of Heather, Leics, and underwent extensive modifications to suit the team's requirements.

It was presented to the Nottingham Forest skipper and England international, Stuart

Pearce, by Salvador Caetano (UK) executive marketing director, Alan Page.

Most top football clubs tend to hire an executive coach for away matches, but Forest has bought its second Caetano.

Its predecessor - delivered in 1988 - has been taken in part exchange for the latest model.

The vehicle - which has a couch at the back



Alan Page presents skipper, Stuart Pearce, with the coach keys watched by Caetano officials and Forest players.

for injured players - is based on the Volvo B10M chassis and has air suspension and anti-skid braking to

carry the squad - estimated to be worth £40 million on the transfer market - in safety.

BRIEFS

● **ALDER** Valley West Surrey and London & Country will be running experimental park and ride schemes in Guildford from Saturday, September 21 on behalf of the town's borough council and Surrey County Council.

● **FIRST** buses in the West Midlands to carry Ulster registration plates are five Dennis Dart Handybuses - worth over £250,000 - which have been delivered to local operator, West Midlands Travel, by Wrights of Ballymena.

● **AN International Triathlon** is being staged in Portsmouth on Sunday, September 1 which will see a number of road closures - particularly on Southsea Seafront.

Clarence Pier Coach Park will also be closed and alternative coach parking will be on Southsea Common and south of Duisburg Way.

● **NATIONAL** Express has restored its direct coach link between London and Holyhead on Anglesey.

The service - axed 15 months ago - is being restarted at the end of October.

● **THE Freight Transport Association** has organised a series of one day legislation seminars - starting in October - covering laws on a range of topics including speed limiters, vehicle testing, roads and traffic and drivers' hours.

Further details from the FTA's training department on 0892 26171.

● **GREATER** Manchester Passenger Transport Authority has been forced to cancel its subsidised bus services on Bank Holiday Monday because of its continuing cash crisis.

However, operators in the area - including Greater Manchester Buses, Crosville, Ribble, Finglands and Maynes - will be providing commercial services on principal roads.

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■ SURVEY

Public backs coach services but blasts the bus industry

BRITAIN'S coach operators received a major boost this week following the publication of a national survey which revealed that the overwhelming majority of passengers were satisfied with the service they received.

In its annual report, The National Consumer Council produced figures which revealed that, along with the electricity industry, coach services were top of the league for satisfying their customers.

But it wasn't such good news for the bus industry. It was paired alongside British Rail as one of the least popular public utilities. It claimed that one in five passengers were unhappy with the services they received.

The NCC's Consumer Concern's 1991 document revealed that the results of a MORI poll showed that 85 percent of all people asked said they were satisfied with the overall service they received from the coach industry. Customers in the Midlands were particularly impressed with 93 percent saying 'yes' and they were followed by Scotland (88 percent), the south (85 percent) and the north (77 percent).

In contrast, just 68 percent of those questioned were satisfied with bus services. British Rail was the only one to poll lower with 51 percent happy. The most

discontented were in the south where 28 percent expressed dissatisfaction and in Scotland where 21 percent were disgruntled.

A spokesman for the Bus & Coach Council said the findings were a boost for the coach industry and recognition that over the last few years the industry was beginning to get its quality of service right.

'Lack of information and confusion over bus routes have been the major criticism about bus services and these are areas that the industry is striving to redress,' said the spokesman.

National Express, recently taken over by a consortium headed by the Drawlane Group and the country's leading long distance operator, was delighted by the news. Its public relations manager, Stuart Render, said: 'It goes to show that the continuing efforts of operators to improve quality and service are bearing fruit.'

'The image of the coach industry is gradually being improved and we have found that, since the beginning of the year especially, more people are turning their back on the train for safer and cheaper travel by coach. It has been a joint effort by everyone involved in the express coach market and recognition like this can only be good for the industry.'

■ ANNUAL REPORT

Stagecoach profits soar

STAGECOACH profits were up by £1 million last year, with margins improved significantly on turnover.

The giant holding company increased its pre-tax profit from £1,768,000 million to £2,701,000 million for the year ended April 30, 1991 on turnover from 6.2 percent in '89/'90 to 9.8 percent - chairman, Brian Souter, had predicted 10 percent - and saw its business rise from £98.4 million to £103 million. This will rise further to £150 million turnover with the recent acquisition of Fife Scottish in the SBG privatisation programme.

The main contribution to increasing profits came as a result of restructuring Ribble and EMMS, said chairman Mr Souter. Core operations, including Hampshire Bus, CMS Cumberland and United Counties, had beaten the 10 percent target and were now heading towards 15 percent.

'Our corporate objective is to acquire undervalued and under-performing companies where we can identify the potential to improve operating margins to between 10 and 15 percent of turnover,' said Mr Souter, whose salary went up from £55,000 to £83,000 in 1990/91.

Company profits were varied and included Ribble Buses turning in £1.3 million (£0.4 million in '89/'90); EMMS/Midland Travel, £1.4 million (£0.57 million); United Counties, £1.5 million ((£1.3 million); CMS Cumberland, £1.64 million (£1.66 million); Southdown/Hastings, £0.44 million (nil); Stagecoach Scotland/Inverness Traction, £0.25 million (£0.54 million loss) and Bluebird Northern, £0.6 million.

■ BUS



Warrior bus on ACE Cougar chassis: joined EH Cave & Son's fleet.

Cave snaps-up Warrior

WILLOWBROOK has sold its first Warrior bus on ACE Cougar chassis to EH Cave & Son of Solihull.

The vehicle was exhibited at this year's Southampton coach rally and is the second Cougar to be sold - the first bodied by Wadham Stringer went to Peoples Provincial in Fareham after

last October's ExpoCoach.

With two Cougars on the road and a third chassis for Willowbrook in build, ACE's managing director, Keith Ward, confirmed that times are difficult for vehicle manufacturers.

He told *Coachmart*: 'We have

had a lot of interest from companies and submitted some important tenders, but, as yet, we haven't gelled anything into firm orders.'

Cave has carved a place in the Willowbrook history.

The Cougar has joined the first Warrior service bus to enter service.

■ NEW VEHICLE

Plaxton looks to Europe

First pictures of Plaxton's eagerly awaited new coach for the 1990s reveal a coach of style and character. Mike Morgan assesses the design which has emerged after a three-year £3.5 million development programme.

PLAXTON'S answer to the challenge thrown down by Mercedes and Kassbohrer is revealed for the first time this week by *Coachmart*. And first impressions are that Britain's premier coachbuilder has produced a vehicle that will not disappoint.

When launched at the BCC's Coach & Bus '91 at the NEC in October, it will be compared with offerings from other top European manufacturers - with familiar high and low options.

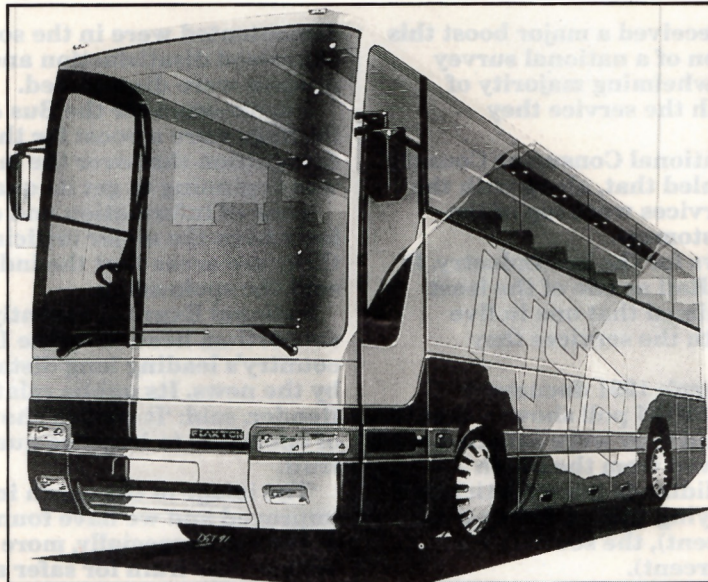
Neil Beresford, managing director of Plaxton's manufacturing division, said: 'We will offer a European vehicle that will cost more than the Paramount, but will be highly competitive in the market place.'

Although cloaked in secrecy, the first coaches for major UK operators are already going down the line at Plaxton's Eastfield works side-by-side with the first left-hand drive models for confirmed European buyers.

The importance of this new coach cannot be underestimated and with a single-market round the corner, Plaxton has set its sights firmly on Europe. In terms of styling and technology this Paramount replacement will challenge the best and promises to set the UK coaching world alight.

Plaxton has devoted £3.5 million over three years to getting the new body design right. Mr Beresford said: 'We talked to all major chassis manufacturers to make sure that we cater, not only for today's chassis, but also future products.'

Despite targeting mainland Europe, the new Plaxton will



Plaxton's new coach (above): spearheading a European sales drive and vastly different from the Paramount (right).



continue the body-on-chassis tradition. But it's there that all resemblance to the previous models ends.

Gone are the feature windows and heavy side mouldings and in comes a stylish profile incorporating shaped lower panels - a smooth shape that can live on equal terms with its European rivals.

Said Mr Beresford: 'We really did start from scratch - that's why it took such a long time and cost so much. There is nothing of the Paramount in the new coach.'

'Taking existing components would have led to compromise. Instead we have produced some radical

innovation and some strong unique factors that will make this easily identified as a Plaxton. The rear in particular will be special, and a lot of the technology used will be new.'

Although the coach body follows closely on the heels of the Verde city bus, he promises no commonality despite going through the same design and test programmes.

He said further product development over the next two years will lead to a coach range which meets European needs.

He would not be drawn on

the possibility of a double-deck or bendi-coach version, but said: 'There are some interesting prospects. The interior and exterior styling of these vehicles will set new standards for European coaches.'

'Add to this exceptionally high build quality, a structure which meets the ECE R66 roll-over requirement and innovative design features and it is clear that the new coaches will not only be market leaders in Britain, but will quickly establish Plaxton's presence in selected markets in mainland Europe.'

Plaxton's attitude to price is as uncompromising as its ambitions.

Mr Beresford said: 'People have got to recognise that prices are to rise. Those looking for bargains should look for existing stock, because there is a cost to technology and quality fitments.'

'We have looked carefully at savings in production and these have been incorporated in the new coach. However, we believe people's aspirations have changed. You've got to move forward by offering better features, style and comfort - this is the only way the industry can go.'

'The message is that it will soon be one market and we won't sell ourselves if we stay in isolation. We recognise the value in the vehicle and hope the industry will appreciate it.'

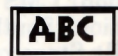
The new Plaxton body will spearhead a much needed export drive. Perhaps more important is that the success of the design promises to inject a long overdue boost to coach sales in Britain and with it the fortunes of manufacturing and operating sides alike.

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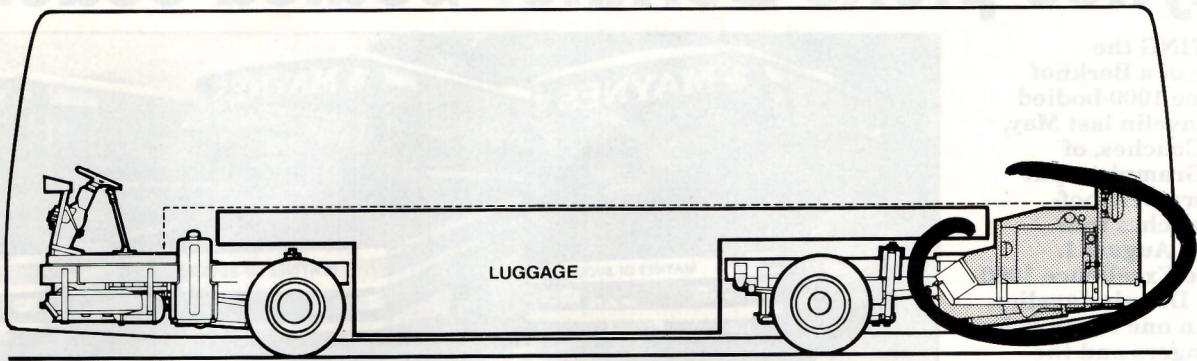
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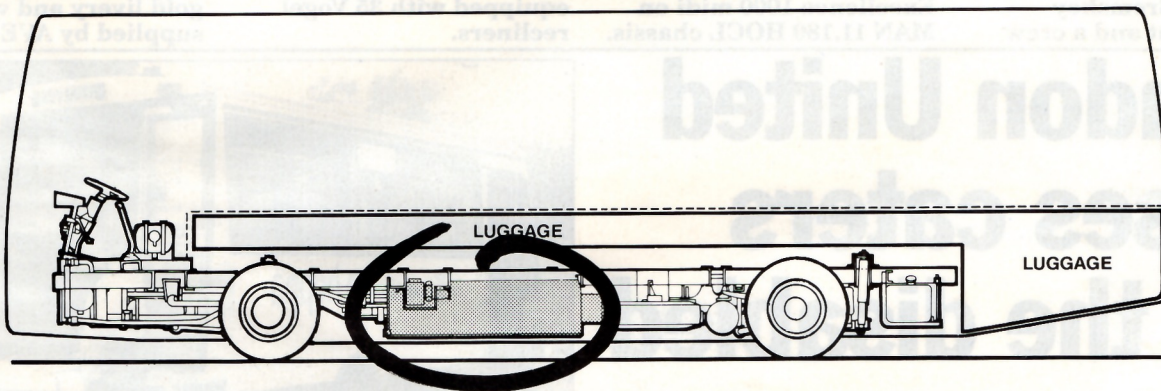
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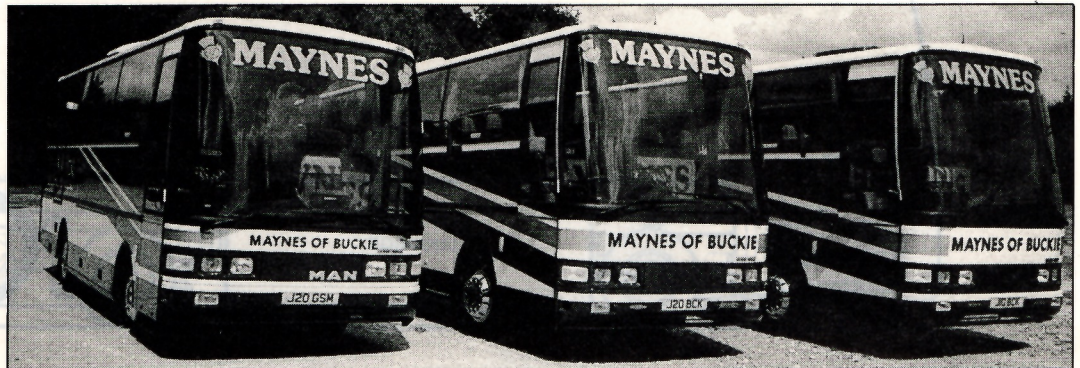
You've been buying...You've been buying...You've been buying...You've been buying...

Maynes picks Berkhof-bodied coaches

FOLLOWING the purchase of a Berkhof Excellence 1000-bodied Dennis Javelin last May, Maynes Coaches, of Buckie, Grampian, put three more Berkhof-bodied coaches into service on August 1.

Two are Excellence 1000 12-metre Dennis Javelins. Seating in one coach is for 57 passengers and the other is for 53.

Both feature Vogel reclining seats, power door, perimeter radiator heating, tinted side windows, Bremshey driver's seat and a crew



seat.

The third Berkhof to enter Maynes' fleet is an Excellence 1000 midi on MAN 11.180 HOCL chassis.

Built to a specification similar to the Dennis Javelins, this coach is equipped with 35 Vogel recliners.

All three of the new coaches are finished in Maynes' blue, white and gold livery and were supplied by AVE Berkhof.

London United Buses caters for the disabled

LONDON United Buses now has eight Iveco Ford TurboDaily 49.10 buses for use on its Hounslow Hoppa routes.

Each has a Reeve Burgess body equipped with special facilities to assist disabled passengers.

They are used exclusively on routes H24 and H25,

where they operate six days a week in the Hounslow, Feltham and Hanworth area.

Although the routes are only within a 10-mile radius of the Hounslow garage, the new vehicles are expected to clock-up more than 35,000 miles each year, operating on an intensive 20-minute headway.



Built to specifications developed by London United with the London Borough of Hounslow, which funds the two routes, the buses are all

fitted with extra wide rear access doors, and hydraulic lifts to enable passengers in wheelchairs to use the vehicles.

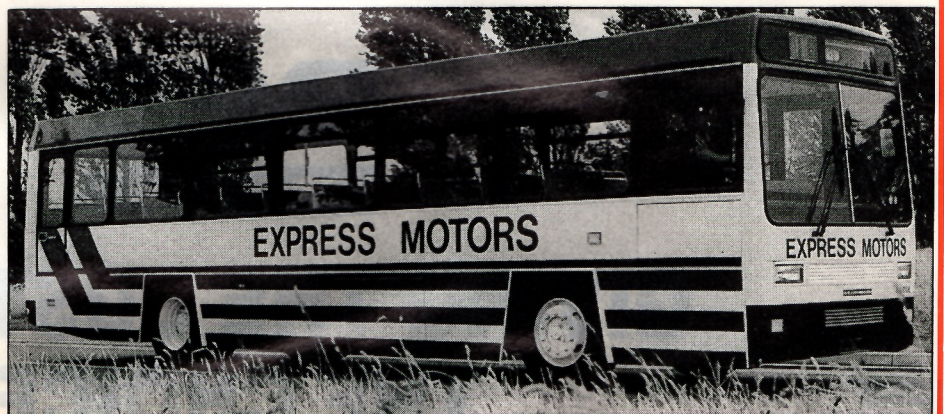
Eric takes an Express delivery of a Willowbrook Warrior bus

ERIC Wyn Jones, general manager of Express Motors of Caernafon, has taken delivery of an 11-metre Willowbrook Warrior service bus on refurbished Leyland Leopard chassis.

Finished in distinctive turquoise green striped livery, the Warrior specification includes 49 moquette trimmed seats with provision for 24 standees.

It has Diptac specification and a luggage pen.

The vehicle will be used on Bus Gwynedd routes in competition with Crosville Wales.



You've been buying...You've been buying...You've been buying...You've been buying...

Bova Futura puts Ken in the J frame

KEN CLARKSON joined the J reg brigade with a Bova Futura from the Moseley group - the second new Bova for the Pontefract company this year.

The 51/55-seater joins the 11-coach operation on tours, excursions, private hire and continental tours.

Ken's son, and fellow director, Ian Clarkson, said: 'After the first Bova we were so pleased with it that we decided to go for Bova again.

In fact we are thinking now of another for 1992.'

The business is built firmly on the foundations established when Ken started in 1959 with a 10-year-old Meadows-engined Guy on a colliery run.

This Upton-Frickley Colliery-Upton service is still operated despite the company's move to more exotic machinery. Whereas the Guy cost £500, the latest Bova is worth £110,000.



Company management is very much a family affair. Alongside Ian is sister, Susan, and brother-in-law, John Hancock. Younger brother, Paul, works in the garage.

The fleet is equally divided

between contract and top-line work. Said Ian: 'One keeps the other going in the quiet periods.'

Three new minicoaches from Crystals of Doncaster and the Bovas give the fleet a very modern profile.

Javelins are forever with Diamond



DIAMOND Bus Service of Stanley, County Durham, has added a third Dennis Javelin bus to its fleet. Diamond runs a long-established service between Stanley and Durham city.

Mary Hammel, who runs the Diamond business, said: 'We are buying Dennis Javelins because they combine an attractive initial purchase price with low running costs. We take a pride in running a friendly and efficient service.'

With mid-mounted 211 bhp Cummins C-series engine and heavy duty ZF S6-90 gearbox the Javelin uses proven components with low maintenance costs.

It also has ZF power steering, taper leaf springs and high output alternator - all features designed for local bus operation.

Diamond's newest Javelin has a Plaxton Derwent body.

Left: The Javelin on duty with Diamond Bus Service.

CMC gets new minicoach

CMC Minibus Hire of Stainton, Cleveland, has a new Made To Measure 16-seat minicoach for contracts and private hire work.

Based on Leyland DAF 400 series with a 2.5 litre diesel engine, the M2M conversion includes high-back red and grey trimmed Kustombuilt Capri seating in the

passenger saloon which also features decorative curtains and tinted side windows.

Passenger access has been improved by M2M's dropped passenger entrance step.

Full length luggage racks with driver's locker, four speaker stereo radio/cassette, electric intake/extract unit and wheel trims are incorporated in the specification.

The minicoach exterior was finished in Leyland DAF white with coachlines in red and silver.



Jones goes for Toyota Optimo

JONES Coaches of Login, Dyfed, took delivery of its Toyota Optimo II just ahead of the J reg bonanza.

The 21-seat luxury minicoach was supplied by Salvador Caetano (UK) and is finished in Jones' blue and white livery.

The comprehensive coachwork specification includes full moquette seats, courier seat and plug-type entrance door.

Jeremy pips Queen Mum to prize

THE tourism industry continues to dazzle *Mealstop* with its weird sense of humour, introduced this week by The White Cliffs Experience.

Dover's newest tourist attraction celebrated its 100,000th visitor by handing out a T-shirt and baseball cap to the tourist as he or she went through

the turnstile.

This turned out to be six-year-old Jeremy Smith but, according to the attraction: 'Her Majesty Queen Elizabeth the Queen Mother herself was almost the lucky recipient...'

No doubt she'd have cut a real dash in a T-shirt and baseball cap. Gawd Bless Yer Ma'am.

● THIS column has been accused of being too light-hearted. And even more often of not being funny.

But *Mealstop* is risking its very existence by publishing this exclusive picture which implicates the Ffestiniog Railway in a new Super Gun affair.

Yes, the Nationalists have infiltrated Porthmadog sidings, placing an order for what the invoice claims is 'a double engine boiler.'

But as a result of a

security 'leak,' *Mealstop* can now publish the damning evidence which clearly shows a double-barrelled, coal-fired inter-provincial cannon, loaded with a fragmenting warhead which will devastate English gardens when it explodes overhead - releasing millions of daffodil bulbs.

The operation has been code-named... urm... something beginning with two Ls.

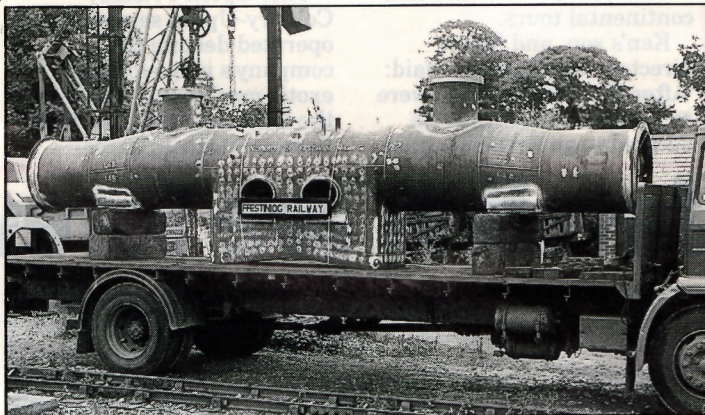
It's Dai-abolical...

And from IHS Travel - which runs Speedwing - we have an 'amazing guarantee.' If it rains for 15 minutes on one of its holidays, you get your hotel charges back.

IHS is clearly not biting it nails with worry, however. The hotel at which this guarantee applies is the Fayrouz in Egypt's Sinai Desert -



annual rainfall, five centimetres.



Exclusive: *Mealstop* reveals the new Welsh Super Gun.

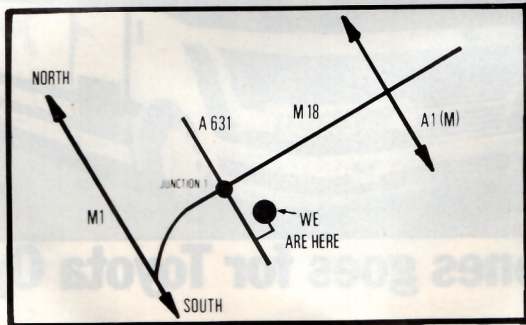
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Further further details contact Derek Bolt, Paul Clay or Steven Holt on 061 230 6000 or Fax 061 220 8079.

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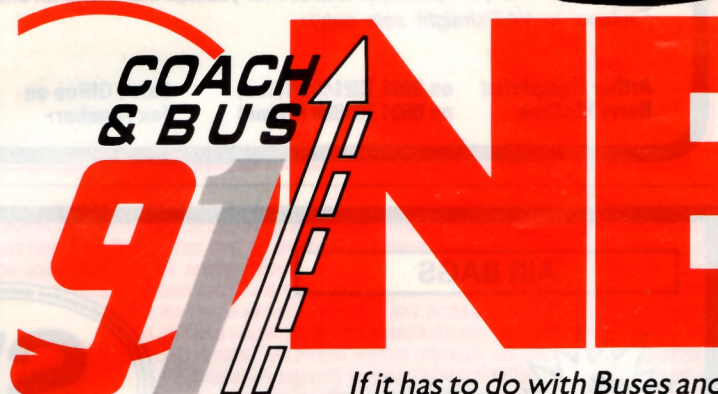


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Catch the coach to Kortrijk

Mike Morgan explains how readers can visit both the Bus & Coach '91 and Kortrijk shows by taking advantage of an exclusive *Coachmart* offer.

EXCITEMENT mounts as Bus & Coach '91 and Kortrijk draw near - the most important coach shows for years.

They both promise to be something special. New vehicles from Europe's major manufacturers will be unveiled - your first opportunity to see all the trend setters for the 1990s for just £25.

Coachmart has already shown you tantalising glimpses of some of the vehicles making a debut. We have been tempted by the innovative Mercedes-Benz 0404 and the Kassbohrer 300 series Setra.

But at the NEC Plaxton

will take centre stage. All eyes will be on the eagerly-awaited Paramount replacement and we will see Optare's double-decker in the flesh for the first time.

These are the ones we know about. There will be others, but not all will be seen at the BCC show.

For some you will have to go to Belgium and the contrast between products for the UK and mainland European markets is guaranteed to be stimulating.

There is a problem if you want to see both shows - they clash. The BCC's display at the NEC runs from Friday, October 18, 1991 to Sunday, October 20 - the same dates as

Kortrijk.

Fortunately Kortrijk goes on another three days, giving *Coachmart* the opportunity to come to the rescue.

Let *Coachmart* take the strain by taking advantage of our special invitation. Join the *Coachmart* team on a trip to the coach show at Kortrijk in Belgium.

Courtesy of P&O Ferries, the Ostende Tourist Office, Jonckheere UK and Midland United we can offer a 48-hour trip starting on Sunday from the NEC in Birmingham when the BCC show has closed down.

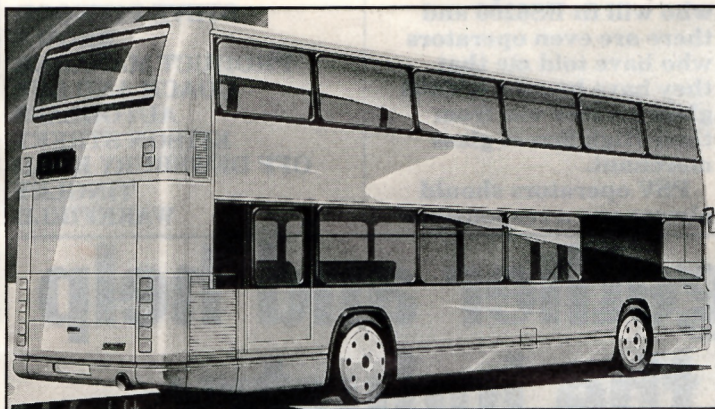
Now you can visit both. Enjoy the BCC, then travel to Belgium in the



Jonckheere-bodied Volvo which created such an impact in its EC livery at Kortrijk two years ago.

When you've seen the best of British in Birmingham then take your place on the *Coachmart* coach and see what the European stars are offering.

Hotel accommodation on Monday night is included and the *Coachmart* party will return to Birmingham on Tuesday evening.



Starring at the shows: Top: Optare's new double-decker. Below: Kassbohrer's 300 Series.

Our thanks

Helping *Coachmart* organise this terrific trip are:

Midland United

Jonckheere UK

P&O European Ferries

Ostende Tourist Office

Astoria Hotel, Ostende

THE ITINERARY

Sunday, October 20

Assemble in the P&O exhibition Metroliner at the NEC for refreshments

Leave NEC - 5pm

Travel by Midland United coach to Felixstowe for the 2300 P&O ferry to Zeebrugge (reclining seats have been booked, but cabins may be available at the time of travel - cost £11 per berth in a two-berth cabin)

Monday, October 21

Arrive Zeebrugge 0700

Book-in at the Astoria Hotel in Ostende

Visit Kortrijk (free tickets will be provided)

Refreshments available courtesy of Jonckheere

Return to the Astoria Hotel in Ostende for evening meal (not included)

Tuesday, October 22

Morning free

Travel to Calais for the 1715 P&O ferry to Dover

Arrive Dover 1830

Travel back to Birmingham for late evening

Contact Sue Cleaver at Midland United (021 748 5767) if you want further information.

The cost? Only £25. Your place will be confirmed as soon as you send Midland United payment. Remember it must be first come first served.

Address: *Coachmart* Trip, Midland United, 18 Hargrave Close, Water Orton, B46 1QR.

Insurance can be obtained by contacting Andrew Wilkinson at P&O - Tel: 0304 223866.

Operators must act responsibly or risk causing serious injuries

From Steve Pitwood
Brown

SIR

I endorse C Hogg's comments (*Coachmart*, August 8) on wishing the SMMT/VBRA Quality Code Committee success and welcome both the standards being set by the Quality Code and the campaign to promote customer understanding.

While I have never come across incorrect glass fitted by a bodybuilder on original build, I can believe from discussions with operators that architectural glass (or BS6206) has been installed in the front facing windscreen location and I know of countless instances where BS6206 has been used as bodyglass - and, incredibly, this practice appears to be growing!

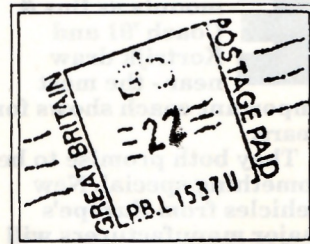
The injuries that can be sustained on colliding

with glass of this quality could be quite horrific and I understand the concerns felt.

The Department of Transport guidelines, as issued to vehicle examiners, only state that the glass should be safety glass and marked as such, but does not distinguish between laminate and toughened glass, and does not indicate the maximum percentage of window apertures that can be glazed with laminate glass.

Laminate glass can be used as a temporary bodyglass installation and can be cut on site to match the aperture - unless, of course, the aperture is the emergency window which must contain toughened glass. A BSI licence is required by glass companies to re-mark laminate glass, which has been certified to be produced to the minimum requirements of BS857,

Send your letters to:
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The editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

and as this glass is cut from stock sheet, the marking 'BS857' along with the marker's name, needs to be applied.

However, there are unreputable companies who will fit BS6206 and there are even operators who have told me that they have bought BS6206 glass for PSV use from their High Street glass merchant.

PSV operators should always use a responsible

automotive glass replacement specialist and insist that the glass is guaranteed to meet the minimum safety standards.

STEVE PITWOOD
BROWN
PRODUCT MANAGER
COACH AND BUS
AUTOGLASS
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WAKEFIELD

Don't knock Ladas

From Roger Mercer

SIR

I was saddened to read a small item concerning the launch by Lada Cars of a dealer service award (*Coachmart*, July 25).

Even a genuine customer care initiative such as this provokes a derisory remark from your 'Mealstop' columnist. The writer might be interested to know that Lada's dealer service questionnaire has to date been returned by over 3,000 owners, nominating Lada dealers for this award.

Clearly they do not share the same cynical and fatuous attitude to Lada's desire to play its part in monitoring and improving the standards of after sales service in Britain's new car dealerships.

ROGER MERCER
RM COMMUNICATIONS
RICHMOND

Work together and help improve the industry

From Dave Crook

SIR

There is nothing like experience in order to help others. Although I have been involved in coaching for many years, it has not stopped me being 'ripped off' and the result was that I had to hand back my vehicle.

At the time I had no indication of what was going on and when it all came to light it was too late to backtrack. A number of individual advice centres, clubs and associations tried very hard to help, but to no avail. Had there been one working unit to turn to, I feel the outcome would have been somewhat different.

In this day and age it is very difficult to identify who you can trust - your tour operator, driver or mother. Who do you know who wouldn't take the opportunity to make a 'quick buck' given the chance - albeit at your expense?

With a single, central unit, working for you, my situation need not be your situation.

So contact me and let me know your problems and your suggestions. Together, we can unite the industry.

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NOSTALGIA CORNER

THIS week Nostalgia Corner looks back through the back issues of *Coachmart* from 10 and five years ago.

In a fast changing industry these old copies of the magazine paint a sobering picture of coaching as we remember it.

10 years ago this week, there was no news of company liquidations. It was product developments which today appear mundane, but which were described in 1981 as exciting and revolutionary. These included: a new electronic brake tester from HP Anderson; a new range of kiosks from Glasdon; a tachograph chart storage system from Chartwell; and an improved resin facility from Croda Paints.

Editor, Terry Beanland, took his family on Appleby's Lincolnshire Poacher service from Grimsby to London's King's Cross in a new Plaxton-bodied Leyland Tiger - Leyland's latest high-technology coach. Terry

commented at the end of the trip: 'With good services and decent equipment like the Tiger to operate them with, the status and profitability of the coaching industry can advance forward.'

Operators appearing before the traffic commissioners in Licensing and Legal were: Lightgray, operating a service from south west London to Heathrow; Thomas Stanton, trading as Better Class Travel, of Stoke-on-Trent, warned to keep his vehicles in tip-top condition; Thamesdown and Bristol Omnibus, in conflict over services in Swindon, and Clan Garage (Kyle), successful in its application for a stage carriage licence.

Five years ago there was excitement in the air as *Coachmart* reflected the industry's eager anticipation of deregulation. The date was August 22, 1986, and D-day was just round the corner.

Stewart Brown gave readers timely advice in a

deregulation case study based on East Kilbride. A surprise at the time was the first move by Brian Souter's Stagecoach into the Glasgow area.

That other hero of the hour, Harry Blundred, made his first headlines. Harry led the first buyout of an NBC operating company (Devon General) which came soon after news of the first privatisation - National Holidays to Pleasurama.

Other news ... Mackies of Alloa bought the last Ward Dalesman.... Pleasurama (then parent company of Shearings and National Holidays) was in merger talks with hotel chain Mount Charlotte... United Passenger Transport had announced plans for a 225-vehicle minibus operation in Manchester... and a 1983 Neoplan Cityliner was sold at auction for £53,000.

Photos right: Top: Brian Souter. Below: Harry Blundred.



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Playing the guessing game



PERHAPS it is being in a zero-rated industry that makes me forget all the incidental alterations that the change in the VAT rate to 17.5 percent makes

necessary.

It was only when I did last month's return that I remembered that the scale charge in respect of private use of the company cars had to be adjusted to take account of this revision.

In my case the business use is less than 18,000 miles a year and on that the revised monthly VAT due is £11.17 on my car (over 2000 cc) and £7.44 for Betsy's slightly smaller steed.

Remembering that the computations in the Tour Operators' Margin Scheme also require recalculation makes me shudder. For that is a ridiculously complicated calculation in inverse proportion to the yield that it makes for Customs & Excise. Why they cannot think up a simpler way of cadging these few ha'pennies from us, I cannot imagine.

The Taxpayers' Charter, printed as

Appendix 'B' to the main VAT Guide, says, 'Customs & Excise will have regard to the compliance costs of different taxpayers (including the particular circumstances of smaller businesses). In applying their procedures they will recognise the need to keep to the minimum necessary the costs you incur in complying with the law, subject to their duty to collect the tax that is due from you efficiently and economically.' On that basis I reckon that there is a case for the Margin Scheme to be abandoned, for I am sure that the VAT I pay under this scheme and the cost of working out how much it is are near enough equal.

The incomprehensible logic which gave us this nonsense Margin Scheme now has created another little frivolity to engage our attentions. One might have thought that when we awake to the dream of Europe, the Single Market, on January 1, 1993, any changes in VAT accounting on trade in the Market Square of Europe would tend towards simplification. Not a bit of it!

The VAT return is going to have two

extra boxes to complete - for us to show the value of intra-Community sales and purchases!

Like most coach operators, all my trade in the rest of the EC involves the dreaded Margin Scheme where, by definition, tax is only paid on the margin and VAT accounts do not, in themselves, show the net values of sales and purchases.

Extrapolation from the EC parts of the Margin Scheme calculations will, presumably, be necessary to complete these extra statistics. And that is not the end, it gets worse and worse all the time. Although the glorious Single Market does not fire on all cylinders until the January 1, 1993, just to make sure that we are doing it right by E-day the commissioners of Customs & Excise are going to get us into training at filling in these wretched little boxes with effect from January 1, 1992!

As this will increase the cost of compliance without increasing the yield to Customs & Excise, I have one simple question to put to their commissioners: Will a good guess do?

Are we blasting away customers?

RECENTLY Betsy and I had a pleasant meal in a waterside pub which had undergone a substantial facelift.

I could not fault the meal or the service at all and the price was quite reasonable too.

But when I was asked whether we had enjoyed our meal I responded that the meal was fine, but that I would not be coming again as the loudspeakers were belting out some indifferent modern music with velocity and style that would have done justice to a powerful motor-cycle with the baffles removed from its exhaust.

I exaggerate not a jot or tittle, for even sitting in a closed car 50 feet from the restaurant building the noise was not just audible, but distinctly pounding.

All I got in reply was a 'Well don't come if you don't like it' sort of shrug of the shoulders. I certainly would not go again myself - or book a group in there - for this particular hostelry was

recently featured in *Coachmart* as suitable for group meals! It might be worth checking the decibel rating as well as the price when contracting for coach party catering!

It might be worth checking the decibel rating when contracting for coach party catering!

But my own attitude to this experience set me thinking about what my customers might be subjected to, not only off the coach eating, but whilst on board. Am I losing customers thanks to a driver's choice of tapes, radio station, or his winding up of the volume control?

Hubert Allen, the Grand Old Man of Yelloways, would not have radios or tape players in his vehicles at all for this very

reason.

In today's climate I think that total silence is not a good seller, but I always felt that another of yesterday's men had the right idea.

When Geoffrey Steele was at Wallace Arnold I seem to remember him ruling that no vocal music was to be played on coaches. His view was that only soft, orchestral, background music was acceptable to coach passengers.

That seems as right now as it was, perhaps 15 years ago, when he first said it. I like that sort of music in the background in a restaurant just as much as I hate the compulsory abandonment of conversation when vocals erupt into the foreground. I am therefore taking steps to ensure that this is the accepted policy and standard at Marksman Coaches.

I cannot afford to have customers blasted away by the discordant roar of loudspeakers running at full throttle.

The Budget spelt good news for some operators

TO be fair to Customs & Excise there is a good news story to tell.

The Budget recognised that when some smaller vehicles were fitted out for use by the disabled, this reduced the seating capacity below the vital 12 which triggers in car tax and non-reclaimable VAT.

The Budget removed this problem for the future, but I am advised that those operators who still own vehicles thus affected can, by a simple letter, make a retrospective claim for refunds of this extra tax burden.

I hope that some operators can benefit from my revelation of this.

It is, however, of no use to me as I do not - unfortunately - have any of this sort of vehicle in my fleet.

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1977 S YMT Van Hool 300 Line, 53 seater, MoT 27.9.91£3,750
1977 R Volvo B58 Plaxton 12m, 53 rec, MoT December 91£8,250
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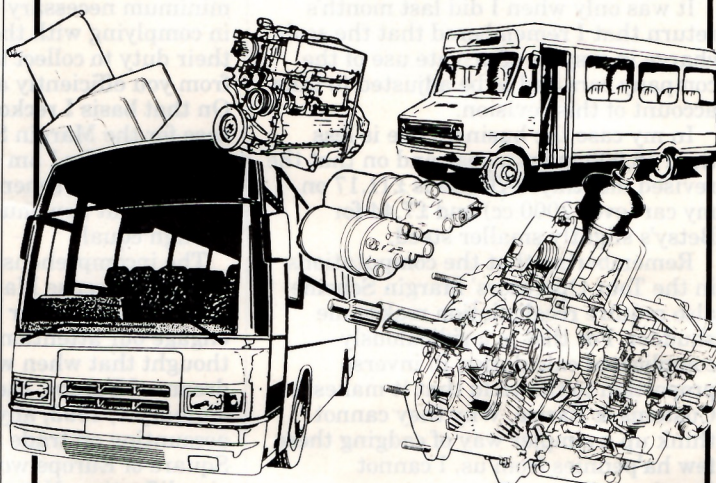
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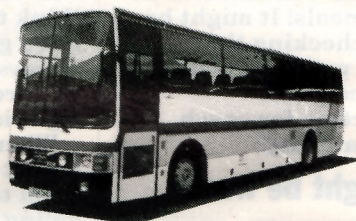


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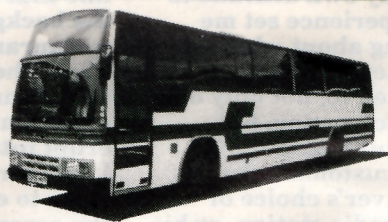
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SCANIA K93 BOWLS OVER THE LADIES

Rod Davey cast a critical eye over a Plaxton-bodied Scania K93 operated by Chiltern Queens of Reading when he took a group of ladies on a bowls outing to Guildford.

SCANIA's K93CRB coach and bus chassis series was launched at the 1988 Motor Show. Since then more than 130 have been sold - mostly with Plaxton bodywork apart from 15 Duples, 13 Van Hools, four Berkhofs and two Alexander buses. This chassis sales ledger includes 30 Scania K93CRB/Plaxtons for Shearings.

While the K93CRB60 is a conventional 12-metre bus chassis with a six-metre wheelbase, the K93CRB30 arrives at the body-builders with a three-metre wheelbase - and is designed to be adapted for any length of coach between nine and 12 metres.

On Chiltern Queens' Plaxton 3200-bodied CRB30 the wheelbase was stretched to its maximum six metres, giving the Reading-based bus and coach company a full-size coach with a seating capacity for 55 passengers.

Build

Plaxton's Scarborough works separated the CRB30 chassis into two sub-frames for the semi-integral construction of its 3200 bodywork. Chiltern Queens chose a two-star specification, but with tinted double glazing and smart red full draw curtains.

I had been impressed with this vehicle's looks when Stuart Johnson officially handed over the coach to the company outside Expo Coach at Donington's Exhibition Centre last year.

When we turned up at Reading's White Knight Indoor Bowling Club its ladies' team, regular Chiltern Queens customers, was delighted.

With its low driver position it gives the impression of a highline body from the front, and was said by Chiltern Queens management to be a factor in its choice. But Plaxton 3200 bodywork was chosen rather than 3500 due to height restrictions in its Woodcote operating centre.



Plaxton built on the Scania K93CRB30 chassis with semi-integral 3200 bodywork after extending the three-metre wheelbase.

The coach's horizontally split windscreen with its distinctive Plaxton curvature gives a timeless elegance - a factor which has stood Plaxton operators in good stead over the years with resilient residuals. Below the windscreen line the latest Paramount grill panel and rectangular headlight arrays enhance this impression.

Along both sides its tinted double-glazed bonded windows give a clean line which at this length looks very impressive indeed. Chiltern Queens chose a fine livery for the coach, with a combination of green and gold overlaying a pristine white base, and it was professionally finished at Stuart Johnson's Worksop dealership. Its smartness was further emphasised by sparkling Scania wheel trims on the front and rear.

The rear engine bay had a traditional outwards opening rather than an upwards opening hatch, so access in those tight spots in the garage and yard would be difficult. But most other routine coach services were usefully



Senior passengers liked the shallow steps and twin grab rails in the entrance area.

◀ from the outside. Air filter access was through a door on the near side rear; batteries between the passenger door and front wheel arch; electrical system fuses under the driver's signalling window; and there was adequate luggage space amidships with straight through access from both sides.

Some limited access to rear hoses and other componentry is through a small hatch beneath the nearside rear emergency exit. The actual exit width is restricted by about a third due to the rear seat layout.

Passenger appeal

Reading's regiment of White Knights needed little assistance mounting the two shallow entrance steps, finished in non-slip rubber with metal edging, to the entrance area. There was one further step to the central sunken gangway and a raised area over the rear engine compartment.

The older lady bowlers found the grab rails to either side quite adequate, and once inside all were impressed with the level of interior trim, with the walls and roof in charcoal grey cord. But I didn't feel the same soft trim was suitable for the horizontal split screen dividing bar, as condensation may create rot over time.

The vehicle's aisle width of 14 inches was criticised by our clients. 'Its hard to negotiate with one's woods,' one lady bowler told me. However, the floor trim was very luxurious, with carpet laid over lino to the entrance area and gangway. This thick ribbed carpet was fixed to the floor with press studs - a method which



The White Knight ladies: less concerned about the lack of leg room after their 13-point victory over the Wey Valley team in Guildford.

caused the covering to ruffle slightly at the aisle step.

With a configuration of 55 Plaxton recliners, complete with arm rests and seat-back ashtrays, the passengers found the leg room tight. 'They are used to travelling in the Volvo B10M with only 49 seats,' observed regular driver, Bill Wheelier. But the passengers generally liked the coach and seemed genuinely flattered the company had hired them its latest fleet addition.

Seat spacing was not club class, but the interior had the usual airliner ambience with which we have become so familiar on most modern coaches. Although not the aircraft locker type, the soft trimmed parcel racks ran down both sides and formed an elegant pelmet for the smart red draw curtains. The rack lips kept the ladies' woods quite secure, but their lack of depth meant any larger hand luggage had to be stored beneath the seats.

As well as rack blowers, further heating and ventilation was provided with ducted heating at both sides, ventilators with blower fans and three full-size Overton lift-up roof vents. And as well as rack lights, further lighting was from three large fluorescents smartly fitted across the aisle roof. These were sensibly fitted flush to the roof and added visual interest to the centre panel which matched the seat moquette.

Unfortunately, these sporting ladies preferred to discuss tactics and strategy before their match with the ladies of the Wey Valley Indoor Bowls Club in Guildford, so I was unable to determine a passenger response to the audio equipment. But afterwards I listened to the sound quality of the Panasonic radio/PA/cassette system - which through five pairs of stereo speakers mounted into integral parcel rack pods was good and could be heard throughout the coach.

Driving impressions

Comfort was the watchword in the cab area. Additionally everything is easy to hand, with most instruments and controls housed in Scania's well-designed wrap-around fascia.

The only criticism came from the regular driver. 'The driver's floor is sunken beneath the floor level of the entry area - so it's a dirt trap,' said Bill Wheelier. But he liked the entry light because it was independent of the side and tail lights.

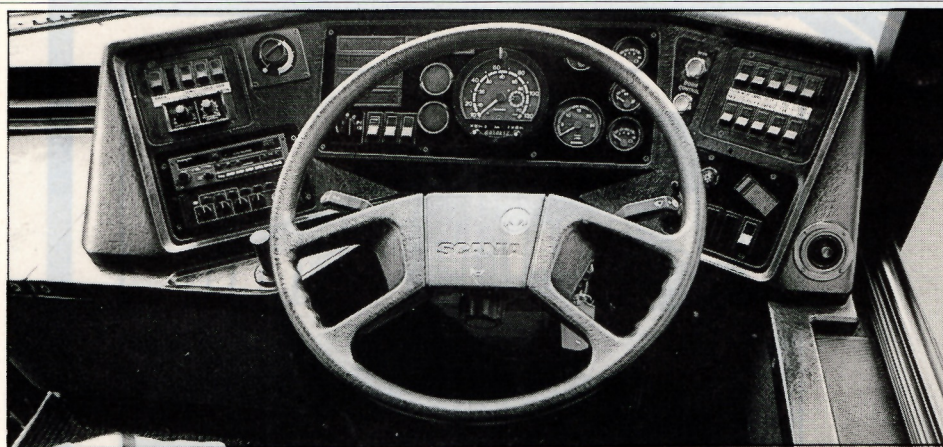
Made up of three sections, the wrap-around fascia's central panel was off-set to the steering column, which had a right hand stem control for washers and wipers and a left hand stem for the indicators and main beam/dipped headlights. As well as a two-man, one-day EEC tachograph the panel had air pressure gauges with warning buzzers, tachometer, engine temperature gauge and fuel gauge. And besides 25 warning lights it held controls for external lights, ferry lift, stop button and main switch.

On the right the panel contained door controls, hazard lights and an Econocruise variable speed limiter. An array of 10 rocker switches included functions for the fluorescent lights, lamps, destination, fog, rack lights, rack blowers, fan and cab light. On the left were rockers for heated mirrors, lockers, heated cab and door windows and general heating and ventilation - along with the housing for the PA/radio/cassette and wander mike.

The gear stick for the Scania GS772 10-speed shift had the usual centering, but it did not seem obvious with its unusual configuration - an 'H' to the right, with reverse to the left and forward, and high and low first gears backwards through a gate in between. Control was very firm, but changing was less slotty than a ZF six speed and slushier.



Chiltern Queens management like the low driver position at the front, which they say gives the impression of a highliner 3500.



The wrap-around fascia: made up of three sections off-set to the steering column.

Pedal controls were smaller than on other chassis tested, but the foot configuration gave no doubts or anxieties with about five inches between the accelerator and foot brake. Braking did not seem too positive at first, but appeared to firm up later, with the vehicle slowing down in a straight line.

Visibility was excellent when seated in the cab. The windscreen side curvature gave a good view of the exterior mirrors - positioned just nicely above eye-level.

As I have often mentioned before, Plaxton has got nearside visibility right when compared to other marques. Its sloping side window line was just the job when turning at junctions and emerging in between high-sided parked vehicles.

Rear view was equally good, especially through the large heated exterior mirrors. And the interior mirror was optimally placed at the centre of the horizontal windscreen bar - giving both a reasonable view through the rear window and a good view of the passengers. The two roller blinds for sun protection could be controlled while seated, although the courier blind was a bit of a stretch.

Ride quality was top of the range, with the passengers enjoying a good, smooth ride despite the bends and roundabouts en route. There was little roll or pitch with road holding good, both in a straight line and when cornering. And the hydraulically assisted power steering managed to accomplish the optimum between lightness and real road 'feel.' On the numerous roundabouts between Reading and Guildford there was no tendency to over steer, with the comfortable feeling of being fully in control.

A difficult parking area at the Wey Valley Bowls Club in Guildford enabled the vehicle's manoeuvrability to be shown to good advantage. Despite a series of narrow gateways with steel posts, and cars parked as if the three minute warning had just been sounded, the coach coped without any mishaps. And all reversing was extremely easy.

Verdict

After their safe and sound return, the *Bowling Brunhildes* of Reading were enthused with their 13-point victory over

Guildford and three course meal in the club restaurant. Lack of leg room at this seating configuration was forgotten and the passenger saloon buzzed with plans for their forthcoming tournaments.

Fuel economy was a modest 9.71 mpg, but the route was largely urban with many twists and turns and lots of gear changing. A 77-mile trip is hardly a fair assessment of fuel consumption, but useful as a guide. On long distance runs, John Dodsworth of Boroughbridge-based Dodsworth Coaches claims figures of around 12 mpg. Mike Morgan's K93 comparative test gave 11.6 mpg for the auto and 10.7 mpg for the manual over *Coachmart's* test route (*Coachmart*, June 2, 1991).

Here is a coach which must be a reasonably priced flagship at £96,750 ex-VAT - with rideability, comfort and class for your higher quality tours, excursions and private hire work. And another good reason for the choice was given by Scania dealer, Stuart Johnson, after the test. 'Against the general industry trend our used vehicle parc is the lowest it's been for the last five years,' he said. 'Therefore good part-exchange deals are still available even in these difficult times.'

SPECIFICATION

Type: Scania K93CRB30/Plaxton 3200 semi-integral.

General specification: Plaxton two star - but with double-glazed tinted windows and red full-draw curtains.

Price: £96,750 ex-VAT

Dimensions:

Length	12,000 mm
Width	2,500 mm
Height	3,200 mm
Wheelbase	6,000 mm
Front overhang	2,637 mm
Rear overhang	3,363 mm

Weights:

Unladen	10,738 kg
GVW	17,000 kg

Engine: Scania DS905 4-stroke direct injection turbocharged 6-cylinder diesel mounted in-line at the rear. Max output: 252 bhp (185 kW) @ 2,200 rpm. Max torque: 730 lbf ft (990 Nm) @ 1,300 rpm.

Gearbox: Scania GS772 10 speed with five speed main unit and two speed splitter. Top gear is direct ratio with bottom gear 9.89:1

Fuel economy:

Route: Urban and rural around South Oxfordshire, Berkshire and Surrey.

Distance	Fuel Used	MPG
77.67 miles (125.00 km)	8.00 gallons (36.37 litres)	9.71



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Weekly report on law and the coach operator by Michael Jewell

Albert Deeble fined for tacho offences



TACHOGRAPH offences, including the falsification of a chart, cost

Albert Deeble, a partner in Upton Cross, near Liskeard, based Darley Ford Coaches, £1,750 in fines and costs, when he appeared before South East Cornwall magistrates.

Mr Deeble pleaded guilty to making a false entry on a tachograph chart, failing to cause a driver to use a tachograph chart from the start of a journey, and to two offences of failing to produce tachograph charts.

For the prosecution, Tony Beard said that Mr Deeble had put his own name on a blank tachograph chart to hide the fact that a driver had been behind the wheel of a coach for too many hours.

When DTP traffic examiners called for the production of tachograph charts, quite a large number were missing.

Charts were not produced for the Plymouth to Dover section of a trip to Brussels and for a return trip from Belgium to Liskeard, although the drivers had said that they had completed

them and handed them in. The charts that were produced showed discrepancies in the way the firm's drivers had been using their tachographs.

When driver, Kenneth Grant, told the firm he would not have time to make a journey from Liskeard to a continental ferry within the legal driving hours, he was told not to put a chart into the tachograph until he reached the first pick-up point at Weymouth.

Mr Beard said that another driver, Paul Williams, returning from Belgium, put a blank chart into his tachograph and completed the journey after a relief driver failed to turn up and he could not get through to the firm on the phone.

'The allegation is that Mr Deeble, to cover up the fact that the employee had exceeded his hours, falsely entered his name on the card,' said Mr Beard.

Defending, Patrick Dunne said that Mr Deeble had not had some devious grand plan. He was simply unable to find some of the tachograph charts and, as a coach driver himself, filled in a blank chart he found on his desk

thinking that it was possibly his.

Eleven of the 105-year-old family firm's 20 coaches were continental machines and they had been running abroad since 1967, said Mr Dunne.

The employee who had run the tours side of the business for 10 years had left and Mr Deeble and his sons had had to take on that work. The two drivers involved were part-time staff.

The magistrates fined Mr Deeble a total of £1,700 and ordered him to pay £50 prosecution costs.

● AT an earlier court hearing, charges against the two drivers involved were dismissed by the magistrates when the prosecution failed to turn up.

Mr Williams had faced five charges and Mr Grant three. The traffic examiner concerned was not present because it had been agreed that the case against the firm would be heard at a later date.

Geoffrey Isaac, for the two drivers, successfully applied for the charges to be dismissed after the magistrates directed that not guilty pleas be entered.

Lambkin to lodge licence appeal



ISLE of Sheppey-based Lambkin Coaches is to appeal against the decision of

the South Eastern traffic commissioner, Brigadier Michael Turner, to refuse to renew its PSV operator's licence.

The commissioner has directed that the firm be allowed to continue to operate, pending the determination of any appeal against his decision.

Maintenance problems led to the authorisation on the firm's licence being reduced from six to three vehicles, and it was renewed, for a period one year only, in November 1989.

In April of this year a hearing was held in camera, at the firm's request, to consider the company's financial standing when it sought renewal for five vehicles. At the same time evidence was given by DTP vehicle examiner, Christopher Instance, about the issue of further prohibition notices.

The commissioner adjourned that inquiry pending the production of final accounts and the outcome of a number of outstanding prosecutions and convictions under appeal. (*Coachmart*, April 25).

Shabir is successful



ACCRINGTON taxi proprietor, Mohammed Shabir, has been granted a restricted PSV

operator's licence for two vehicles by the North Western traffic commissioner, Martin Albu.

Mr Albu heard Mr Shabir, who trades as A1 Taxis, had been a taxi operator since 1983. He currently had seven taxis and a minibus which he purchased last year. He intended to tender for school contract work and contracts with pubs and clubs.

His financial position had improved considerably since making a loss in 1990. He had £6,000 in cash at the bank and an overdraft facility of £1,000.

Inquiry non-appearance costs firm licence



NORTH Western traffic commissioner, Martin Albu, refused to renew the two-vehicle licence of Bolsover, Derbyshire-based Beecroft Coaches when the holder, Arthur Grocock failed to appear at a Manchester public inquiry.

DTP vehicle examiner, Peter Moses, said that in May 1990 the one vehicle in possession failed its annual test for 13 defects, many of which ought to have been apparent to the operator.

When he visited Mr Grocock in November, the inspection records prior to the test date showed no defects, and had been completed merely as a 'tick exercise.'

The record dated immediately after the test showed all the defects found during the test.

The facilities consisted of hard

standing next to a private house. Mr Grocock did not have a vehicle in possession at that stage.

Mr Moses said that a recent visit had revealed the facilities, which in his opinion were unsuitable, were unchanged. There was still no vehicle in possession.

Mr Albu said he had received a letter from Mr Grocock, saying that he had sold the coach and that he wanted to operate minibuses of up to 14 seats.

In reply to the traffic commissioner, Mr Moses said the facilities were not suitable even for the operation of minibuses.

The area of hard standing was 10 metres by 12 metres in the open, and there was no underneath inspection facility.

He did not consider Mr Grocock capable of maintaining vehicles.

Weekly report on law and the coach operator by Michael Jewell

Tribunal slams Stagecoach Scotland



AN Inverness industrial tribunal has slammed Stagecoach Scotland for

having a 'deplorable lack' of any grievance or disciplinary procedure, when it decided that the company had unlawfully deducted £200 from the wages due to one of its drivers.

The tribunal was told that Katherine Donald had been employed as a bus driver from February 1990 until December.

Stagecoach maintained that it was entitled to retain the £200 when she left the company as Miss Donald had signed a standard undertaking, prior to being trained as a PSV driver, to the effect that Stagecoach was entitled to recoup part of her training costs if she left within two years.

Miss Donald had failed to report for duty on a number of occasions. In particular, she was absent from work on November 6. When she arrived for work

at 0600 hours the following day, she was told that her shift had been covered and she could go home.

When she asked why she was not required, she was told that it was because she had failed to turn up the previous day.

Stagecoach managing director, Neil Renilson, said the company was entitled to retain £200 because of the undertaking Miss Donald had signed.

She mistakenly considered that her employment had been terminated. She made no further efforts to contact the company and Stagecoach made no effort to contact her. It continued to roster her until the week commencing November 13.

On December 21, Miss Donald was sent her P45 plus a cheque for £2.97 - the balance of her wages after the retention of £200.

Neil Renilson, Stagecoach's managing director, contended that the company was entitled to retain the £200 in view of the undertaking that Miss Donald had signed. He said that she had absented herself from work for seven weeks and the company was entitled to infer that she had terminated her contract of employment.

Ordering Stagecoach to pay Miss Donald the £200, the tribunal said that during the course of her employment Miss Donald had received no terms and conditions of employment. There was no grievance or disciplinary procedure. In fact, said the tribunal, there was a deplorable lack of procedure of any type.

If Miss Donald had voluntarily terminated her employment, then the company would have been entitled to retain the £200.

However, she had been sent home by the company and thereafter believed that she had been sacked. Stagecoach took no action to contact her for seven weeks - a state of affairs the tribunal found extraordinary in a company of such standing.

Stagecoach took no action to contact Miss Donald for seven weeks - a state of affairs the tribunal found extraordinary in such a company.

The tribunal concluded that the company had terminated Miss Donald's employment when it sent her her P45, together with the cheque for £2.97. Consequently, it found the retention of the £200 to be unlawful under the provisions of the 1986 Wages Act.

John Telford is warned maintenance must be improved or he risks losing his licence



SWINDON coach operator, John Telford, who trades as Telford Travel,

has been warned that he could well lose his operator's licence unless there is a major and sustained improvement in the maintenance of his coaches.

Mr Telford, who holds a licence for 16 vehicles from the Blackford Lane Garage, Castle Eaton, appeared at a Swindon public inquiry before the Western traffic commissioner, Air Vice Marshal Ronald Ashford, following an adverse maintenance report.

A DTp vehicle examiner said that in the 12 months since April 1990, seven

immediate prohibitions and three delayed prohibitions - listing a total of 47 defects - had been imposed on Mr Telford's vehicles. He commented that the condition of the vehicles was well below standard.

DTp examiner told the public inquiry that the condition of the vehicles at Telford Travel was found to be well below standard.

Acknowledging that there had been shortcomings, Mr Telford said that he had been let

down by his previous fitter and he had had difficulty in recruiting competent staff.

Furthermore, he had been under considerable pressure as a result of the volume of work, which had been exacerbated by extra contracts during the Gulf War.

Cutting the duration of the licence, so that it now expires in August 1993, Air Vice Marshal Ashford said that Mr Telford had a responsibility not to allow dangerous vehicles on to the public highway.

The prohibition notices indicated that Mr Telford had failed to discharge that duty. The reasons given amounted to no more than excuses.

There could be no justification for putting

unroadworthy vehicles on to the road.

The history of Mr Telford's licence showed he was capable of reaching the necessary maintenance standards, but on too many occasions he failed to.

Air Vice Marshal Ashford said John Telford had a responsibility not to allow dangerous vehicles on the public highway.

Air Vice Marshal Ashford said he was giving Mr Telford one last opportunity.

THE
DENBY
POTTERY
COMPANY LTD
1809

The Craftsman's Workshop

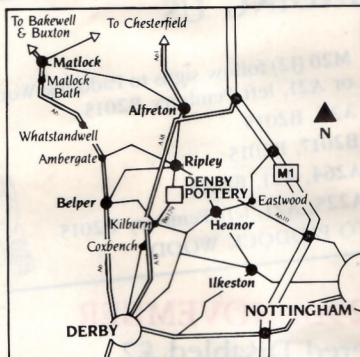
Pottery Tours...

Skills used by the craftsmen in the 1800's are still in use today. You can see the potters at work on **Guided Tours** of our famous Derbyshire Pottery. Throwing, Turning, Jolleying, Casting, Handling and Glazing are but a few of the many interesting processes on view

Having seen the pottery being made, you can then trace our history down through the ages in the Denby museum. Samples of our earliest products are on view together with the classics of more recent decades. The Audio-Visual display system gives a less energetic way of seeing the Denby Story come to life.

After the trip down memory lane you may be tempted to sample one of the delicious light meals or snacks on offer from the Craftsmans Pantry. Also available is a traditional Sunday lunch.

Finally, no trip to Denby would be complete without a visit to our famous "Factory Shop". Both "first" quality and "slight seconds" are available at bargain prices.



Details correct at time of going to press.

If you would like further details regarding the Craftsman's Workshop and the Guided Tours available please contact Tours Reception on 0773 743641, (Fax 0773 570211). Further information regarding the "Factory Shop" is available on 0773 570684.

WHITBREAD HOP FARM



Beltring, Maidstone, Kent TN12 6PY

SPECIAL EVENTS FOR 1991



The Finest Collection of Victorian
Oasthouses in the World

Bell One Restaurant

Pets Corner

Birds of Prey

Famous Country Home of the
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Rural Museums

Childrens Play Area

Gift Shop • Nature Trail

31 MARCH-1 APRIL — EASTER EGG-STRAVAGANZA

5 MAY — Country May Day and
Showbiz 11 Football Match

11-12 MAY — 2 Day Dog Agility Show

26-27 MAY — 2 Day Working Crafts
and Collectors Fayre

1-2 JUNE — Carriage Driving Trials/Country Fair*

Summer Holiday Time for the
Famous Whitbread Shire Horses
(date to be announced)

22-23 JUNE — Midsummer Weekend
of Motoring Legends

6-7 JULY — Whitbread Game & Country Fair

14 JULY — Great Kent Cycle Ride

20-21 JULY — Military Vehicle Weekend

28 JULY — Malling Rotary Club
Affiliated/Unaffiliated Horse Show

3-4 AUGUST — WHF HOT AIR BALLOON MEET

11 AUGUST — 'On the Wing' and Weald Harness
Annual Show

17 AUGUST — Classical Open Air Concert*

18 AUGUST — British Classic Car Show 1991*

25-26 AUGUST — Beltring Fayre

1 SEPTEMBER — Kent Harvest Garden Party

15 SEPTEMBER — MG Car Club Annual Rally

2 NOVEMBER — Fireworks Party*

*Provisional date

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OPEN 7 DAYS A WEEK 10-6pm — 6th MARCH — 29th NOVEMBER

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ROAD ROUTES FROM
LONDON

MAIDSTONE
TONBRIDGE
TUNBRIDGE WELLS
SEVENOAKS
BY TRAIN

M20 (J2) follow signs to Paddock Wood,
or A21, left Pembury B2015
A26, B2015
B2017, B2015
A264, A21, B2015
A225, A21, left Pembury B2015
TO PADDOCK WOOD



The management reserve the right to cancel or amend any details relating to the above event and determine the prices according to circumstances.

Heritage week draws crowds

LANCASTER's imaginative annual Georgian Legacy Festival pulled the crowds throughout the week when it was staged for the second time.

The award-winning initiative for a heritage tourism drive in the Lancastrian capital proved it was paying off when six days of pure history was staged for the public.

Costumed entertainers gathered at historical venues and pubs during the week to evoke the spirit of Lancaster's past. That this was successful was evidenced by a crowd of several hundred people who arrived at the final day of the

festival to watch open-air plays, enjoy a traditional and extremely rustic market and see a ceremonial beacon being lit outside the ancient Priory Church.

All events were purposely aimed at the group market, with minimal or free entry to various exhibits and shows. Lancaster's free, central coach parking is also putting it on the operator's map, though the tourism unit admits that accommodation is limited in the city.

'For all that, this year proved that the festivals are becoming ever more popular,' said Ron Sands, of Lancaster Tourism.

Historic festivals continue to be the hinge-pin of the city's campaign, the next being the Maritime Festival at Easter. Over four days, the locals and visitors will be thronging the quayside pubs and attractions again with costumed actors drafted in posing as press gangs.

The biggest springboard Lancaster will get will be the opening up of the entire castle. At present, 250 prisoners are held behind its battlements, and only the court rooms open to the public - 50,000 of them in the last 12 months.



Crowds at Lancaster's heritage week watch an open air play.

It is expected that the Duchy-owned property, one of the most spectacular and grand castles in England's history, will lose its prison status in around two years and will be allowed to reveal many treasures which are currently only seen by miscreants.

Details of all Lancaster Tourism projects, including tailor-made itineraries, from the tourism unit on 0524 841249.

New acid test for coaching venues

FROM next week, *Coachmart's* Coach Tours & Excursions section will introduce a new 'Tried And Tested' guide for attractions.

In an easy-to-read table, attractions will be assessed and given a value-for-money rating... one that is relevant to groups. All Tried And Tested venues will have been visited by one of *Coachmart's* experienced staff.

This new feature will help operators pick new destinations safe in the knowledge that someone working in their industry has searched for the pitfalls and highlighted the best points of the attraction in question. In many cases, this will mean there is no need for the operator himself to pay the venue a visit.

Clearly it is impossible to catalogue more than a proportion of British and European attractions in each issue. But as the new attractions are added, assessments of similar Tried And Tested attractions from previous issues will be provided for comparison.



Model clubs to Scotland

AEROMODELLING clubs and other hobbyists are expected to flock to a weekend organised by Scotland's Summerlee Heritage Trust museum.

September 14 and 15 sees a huge modelmaking and engineering show, with displays, stalls and demonstrations from

throughout the UK. The 25-acre site should ensure there is space for even the most ambitious creation.

Admission is free, and clubs all over Britain are being contacted to drum up interest.

Details are available from Jillian Lambie, tel: 0236 31261, Fax 0236

World profit slumps but Thomson UK on song

ALMOST a third of the profits of Thomson Corporation were cut in the second quarter of this year... but the travel operation of the group has picked up recently.

The massive Canadian travel and publishing group saw net earnings fall from \$104 million to \$71 million despite sales which grew \$0.5 billion to \$1.4 billion. Thomson Travel - the British-based tour subsidiary - has shown incredible success, converting a Gulf War loss of \$49 million to a second-quarter profit of \$32 million.

Thomson Travel says it has seen a huge upturn in bookings and may sell more holidays than in 1990. Demand for winter breaks was 'encouraging' rather than buoyant.



SEALINK STENA LINE

EARLY RISER DAY TRIP

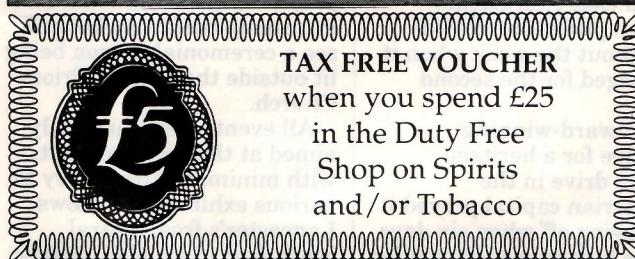
Great value Day trips to Calais from only £8.95 - and that includes breakfast!!!

Every Tuesday from September through to December pick any sailing between 0400 and 0815 and we will give your customer a hearty special English Breakfast. The perfect start for a day trip to Calais or even Paris as you can return on any sailing from Calais on the same day.

FARES

September £9.95

October/November & December £8.95



TAX FREE VOUCHER

when you spend £25
in the Duty Free
Shop on Spirits
and/or Tobacco

SPECIAL DAY BREATHER TO PARC ASTERIX

A super Day trip to the spectacular home of Asterix the Gaul

1988 saw the 30th birthday of this incredibly popular French cartoon character - it also saw the opening of a spectacular £88m theme park situated just north of Paris. Since then over 3 million visitors have enjoyed this fantasy world dedicated to Asterix.

The attractions are numerous, ranging from Dolphinariums to Shoot the Rapids ride. For the more adventurous there is a super roller coaster type ride which turns you upside down 8 times over a lake! There are 3D cinemas, Roman Forts and a faithfully reproduced Gaulish Village with all the familiar scenes from the Asterix books. To relax in there are 34 food and drink outlets.

The Parc is situated to the north of Paris, only 2½ hours from Calais off the A1. Parking is well catered for with spaces for some 155 coaches. There are special coach drivers' rest facilities on site.

SAILING TIMES

Outward from Dover	Return from Calais
02.30	20.00
04.00	21.30
05.30	23.00

FARES

Monday-Friday			Saturday & Sunday	
	Adult	Child	Adult	Child
April-June	£18.50	£14.50	£20.50	£16.50
July-August	£20.50	£16.50	£22.50	£18.50
Sept-Oct	£18.50	£14.50	£20.50	£16.50

Coach free subject to usual minimum requirements



SEALINK STENA LINE

LINK



SUMMER SPECIALS

BOULOGNE MARINE LIFE SPECIAL



Opened on the 18th May is one of the largest and most important sea-life centres in the world 'Nausicaa' is situated in Boulogne-sur-Mer and takes you on a real journey to the centre of the sea. You go through underwater filled arches that give you the experience of actually being among marine life in different habitats from the shark aquarium, the world of plankton to the spectacular colourful coral reef of a tropical lagoon. There are some 1400 square metres of aquariums including a 3000 metres deep tank for observation of fish behaviour.

On the bridge of a trawler you can discover that fishing today is in fact hunting and then watch a fishing net as it unfurls around a shoal of tuna fish.

There is a cinema screen with a continuous programme of films on all the realms of the sea. There is a large reference and video library with some 300 different films.

Outward-Folkestone	Return-Boulogne
07.45/08.45	17.30
10.00/10.15	19.15/20.45

Inclusive Foot Passenger Fares

	Adult	Child 4-13
16 May-30 June	£11	£9.50
July-August	£13	£10.50
Sept-December	£11	£9.50

Coach Supplement - £2.50 per person

SOUTHAMPTON-CHERBOURG INTRODUCTORY OFFER

Sealink Stena Line have introduced a premier new route between Southampton and Cherbourg.

This is an ideal route for your private groups wishing to travel to Normandy, Brittany, Western France and further south.

The service started on 28th June and is operated by the Stena Normandy – which features an extensive range of cabin accommodation (all with en-suite facilities), restaurants (both a la carte and free-flow), the Terrace Bar (with disco and live entertainment), two cinemas, two children's playrooms and tax- and duty-free shops.

AND ... between
21.10.91 & 31.03.92

we are offering an
up to 60 hour
excursion fare of
£18 including

a restchair each way on this new
Sealink Stena Line route.



TWO GREAT OFFERS ON SOUTHAMPTON TO CHERBOURG

Sealink Stena Line's new route features the recently re-furbished Stena Normandy – offering an unparalleled range of facilities which include an A la Carte Restaurant, a 'free-flow' restaurant, the 'Can-Can' Lounge with live entertainment, a disco and even a cinema!

To introduce you and your clients to this new route – we have 2 super offers

BREATHHER ONE

04.10.91 – 28.03.92
24 HOURS

Depart Southampton on Friday overnight
sailing.

Return from Cherbourg on Saturday
afternoon sailing.

£25

nett per person

Includes a berth in a standard 2 or 4 berth cabin,
1 evening meal voucher, 1 breakfast voucher and on-board
entertainment.

BREATHHER TWO PARIS

03.10.91 – 29.03.92
3 NIGHTS

Depart Southampton on Thursday
overnight sailing.

Return from Cherbourg on Sunday
afternoon sailing.

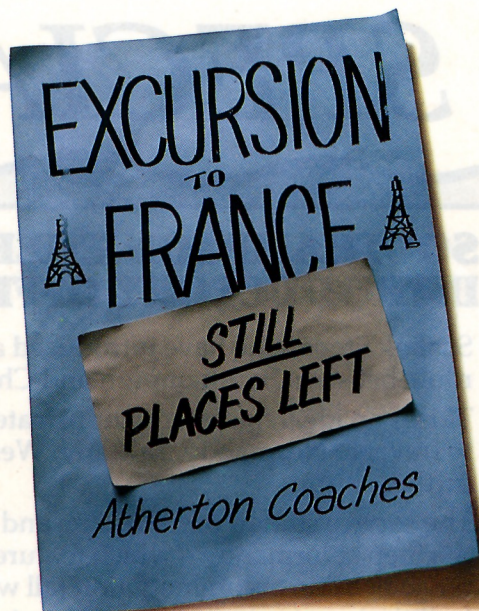
£52

nett per person

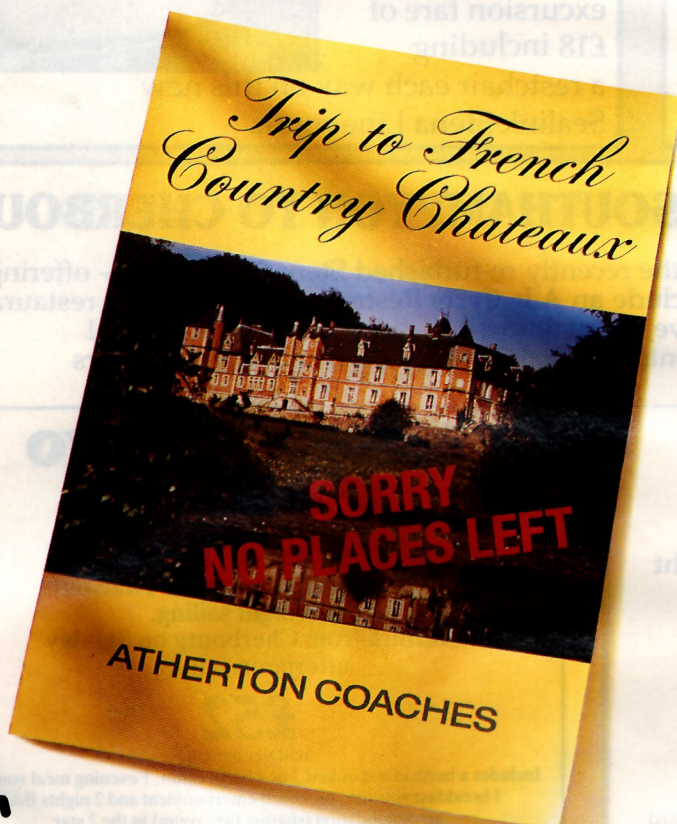
Includes a berth in a standard 2 or 4 berth cabin, 1 evening meal voucher,
1 breakfast voucher, on-board entertainment and 2 nights B&B
accommodation (sharing twin room) in the 2 star
Campanile Bobigny Hotel in Paris.

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FAX: 0233 646024



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DUNKERQUE

EuroDisney operators give their verdicts

DESPITE the dealing with a unique organisation like Disney and all the red tape that involves, there's no doubt that EuroDisney is going to be a favourite attraction for British coach operators.

When *Coachmart* visited the site - a mind boggling one fifth the size of Paris and just 32 kilometres east of the French capital - the workmen were still busy building the giant complex. It was difficult to believe that it would be ready in time for the grand opening on April 12 next year. And there have been unconfirmed reports in the French press that construction work on phase one of the ambitious project may not be finished on time.

However, the scale of the operation just took your breath away and left coach operators on a familiarisation visit with group tours operator Albatross Tours of Maidstone, Kent, convinced they were on to a winner.

Don Wright of Toddington, Bedfordshire-based, Wright Way Travel, summed up the feelings of all the party on the Albatross EuroDisney educational when he exclaimed: 'It's going to be a huge money spinner for the coaching industry.'

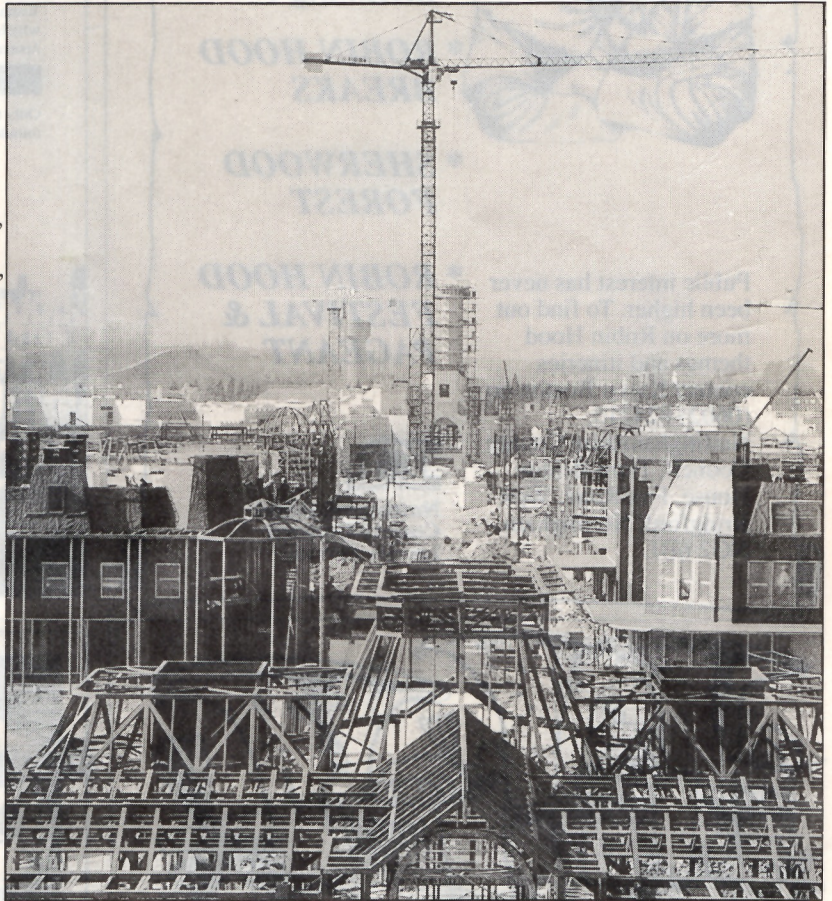
'I can't foresee any problems in getting bums on seats -

EuroDisney is going to be a great success. It's something that we have needed. It has brought Disneyland within easy reach of all Europe.'

Wright Way Travel, which specialises in five star coach travel, plans to run at least 50 trips to the attraction from the May until November next year and has already booked sailings with P&O, the ferry company which signed a unique agreement making it the exclusive ferry partner of EuroDisney.

'There's going to be a lot of British coaches coming down from Calais so operators better book now for weekend sailings,' warned Mr Wright.

However, Caron Sotgui of Albatross Tours warned that the first year of EuroDisney may not prove as popular with operators as widely expected. She said: 'It will still be very popular, but there has been a lot of confusion about how to get tickets and a real worry that it will not open on time.'



EuroDisney: 'A huge money spinner,' says operator.

'The problems of dealing with a large organisation like Disney has meant that tour operators are turning to wholesalers like ourselves who can provide all the answers by just making one telephone call,' added Caron.

Albatross is offering operators a three night, two day pass for EuroDisney at an assortment of quality hotels within an hour's drive of the attraction.

● **More Disney news, page 37.**

Cult films on show in London festival

FILM clubs will enjoy the zany atmosphere of this year's London Film Festival, from November 6 to 21 throughout the capital.

More than 180 films from 35 countries will be screened, many at the National Film Theatre but a large number in cinemas elsewhere. The full programme has yet to be announced but will be themed so that, for instance, it will be possible to take in a full day of Asian

films.

Organisers admit they have dealt very little with the group market aside from offering discounts on tickets, but are anxious to encourage more. They warn that details of all screenings will become available on October 3 which may make true group organisation difficult.

Film buffs may not mind the late notice, and operators may find a welcome reception for the idea at film

clubs they contact directly. There may also be particular appeal for some foreign film themes with racial communities.

A wide range of types of film is shown, from independent releases to national blockbusters, and everything from horror movies to children's cinema.

Full details are from The London Film Festival, tel: 071 928 3535, after October 3.

Fresh ideas, fresh thinking... in CT & E each week

SEE THE FILMS - NOW LIVE THE LEGEND



*Enjoy medieval
mystery and
traditional
countryside with
themes
including :*

*** ROBIN HOOD
BREAKS**

*** SHERWOOD
FOREST**

*** ROBIN HOOD
FESTIVAL &
PAGEANT**

Public interest has never been higher. To find out more on Robin Hood themes and itineraries contact Karen Boston on (0602) 824215, Nottinghamshire County Council, Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.



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An award-winning exhibition

Twelve rooms are brought to life by 'A Royal Weekend Party, 1898' by Madame Tussauds, recreating an actual event which took place in the castle's Private Apartments over ninety years ago.

Easily accessible

Only two miles from the M40 and ninety minutes from London - at the heart of the

Midlands and Shakespeare country - Warwick Castle offers ample free parking and excellent catering facilities for tour parties.

New garden features

Pre-booked tours highlight the new Woodland Garden, the famous Victorian Rose Garden, magnificent Conservatory, and the Peacock Garden.

Send for your free information pack, and see why thousands of satisfied visitors have made Warwick Castle Britain's most visited stately home.

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Special Coach Parties
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**Book Your Tour
NOW**

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North Humberside

B E V E R L E Y

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Norfolk hotel puts on over 55 breaks

HOTEL Nelson in Norwich has put together three theme breaks from three days to a week for the over 55s.

The hotel, which has a sister, the Norwich, is giving away one night in five free as usual this winter but has supplemented the offer with other benefits for its older guests.

'A Great Year to be Born' weeks will see one of the couple get a copy of The Times published on their birthday. Older is Better breaks, staged in January, offer a toast of vintage wine and brandy, together with traditional and long-hung game meats, aged Stilton cheese, and a visit to one of the city's antique shops.

And Connoisseurs of Living will dine a la carte for three days, get a selection of special wines and pay a visit to nostalgia attractions such as a steam railway or organ collection.

The Nelson already has a number of regular coach operators on its books, and the imaginative breaks may be ideal to attract typical coach holiday customers.

Details are from general manager Peter Mackness, tel: 0603 760260.

Disney symbols barred in some coach brochures

EURODISNEY has refused to let operators use pictures of its hotels in brochures promoting the venue.

The French resort due to open in April had already announced stringent guidelines for using the Disney logo and characters, and insists that every brochure advertising a group

contract is vetted by its London office.

But now EuroDisney has made some bizarre decisions.

- An operator was told he couldn't use photos of Disney hotels he'd booked - a decision it has now reversed.

- Mickey Mouse's hand was removed from one brochure

cover.

- EuroDisney insisted its own pictures were used smaller than all the others.

- They insisted one operator must use pictures of Paris throughout a dedicated EuroDisney brochure even though only one out of three tours includes the city.

- And EuroDisney is preventing some operators releasing brochures until October 1.

One operator told *Coachmart*: 'It's as if they don't want any publicity for the resort.'

'For two months I've been sending visuals and brochures off to EuroDisney for approval. Every time they want another change made.'

Another operator - who also preferred not to be named for fear he would suffer further delays - had booked £250,000-worth of hotel rooms and tickets to the venue yet was told he had used the EuroDisney name too large on promotional material.

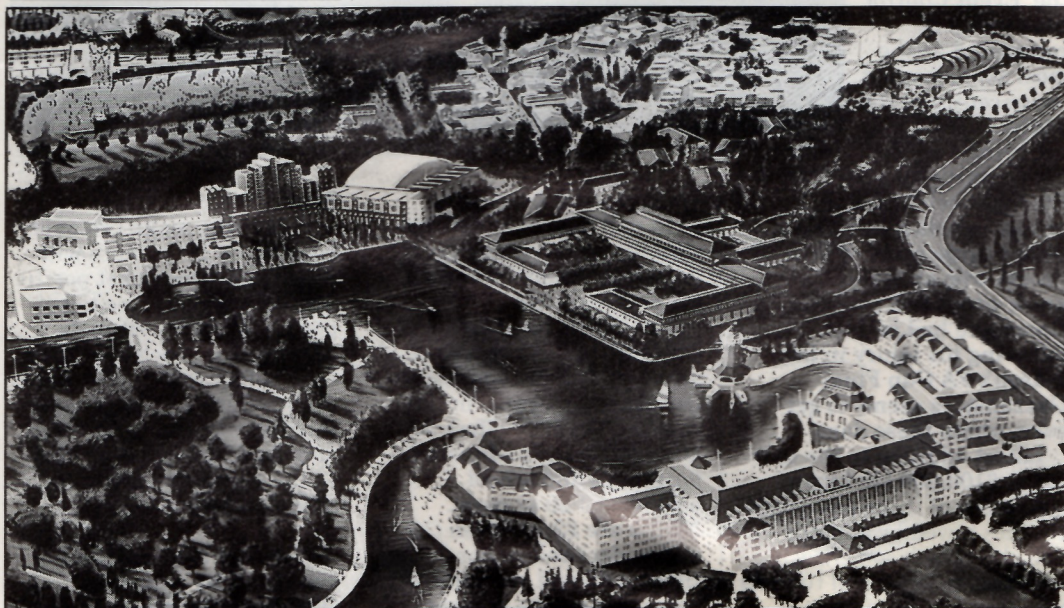
'It's my personal opinion that these are delaying tactics. EuroDisney has made no secret of its travel alliance arrangements, and I believe it is now stalling to allow a new 'partner' to get its publicity out first,' he said.

A EuroDisney spokesman said staff were working to guidelines laid down by Disney itself. These included rules that Disney cartoon characters were available only for investors in EuroDisney - these include Nestle, Kodak, Europcar and Coca Cola - and that 'dedicated' brochures were only those which included hotel packages at the resort.

- *Coachmart* has been promised further details of EuroDisney policy which were not available when this magazine went to press.



Disney picture use 'laid down by Disney.'



Some artists impressions withheld by giant American corporation.



Coach parking? Wembley's got plenty of it!

Oak Hotel to open in Brighton

BRIGHTON gets 138 more rooms in its accommodation list this September with the opening of the Oak Hotel in West Street.

The Art Deco style building is the latest investment by the Oak Group, which opened its Oak Hotel Wigan in June.

Company sales and marketing manager, David Gow-Smith, is particularly keen on group visitors: 'What's more we offer very competitive rates and positively welcome coach parties,' he says.

Details of the Oak Hotel are available now by phoning 0273 220033.

Wembley tours great for kids

WEMBLEY Stadium has become more than just the home of English football over the last decade - it has established itself as one of the top all round sporting venues in the country and one of the world's greatest rock venues.

Since the giant Live Aid concert in 1985, pop superstars like Michael Jackson, Bruce Springsteen and The Rolling Stones have played on the hallowed turf once exclusively reserved for our footballing heroes.

However, despite its new found versatility, the new-look Wembley Stadium Tour is still essentially for football fans - young and old alike. The one hour 15 minute guided tour takes visitors behind the scenes and gives them a chance to visit such inner sanctums as the player's dressing room, the Royal Box and a chance to walk up the player's tunnel to the roar - albeit recorded - from 80,000 fans.

Wembley has been undergoing considerable

redevelopment over the last two years and many of the new features are included on the tour, particularly the stadium's own mini-hospital and the 'Event Control' area which is recognised as the most sophisticated nerve centre in the world.

During Coachmart's tour the high-tech hospital aroused particular interest from a large party of Boy Scouts who all wanted to know which bed Paul 'Gazza' Gascoigne had laid on following his injury in last season's FA Cup Final. Gazzamania seems to get everywhere these days!

Latest addition to the tour is the £100,000 land train-consisting of three passenger coaches towed by a motor vehicle - which somehow manages to twist and turn its way through Wembley's corridors while the visitors



Wembley's event control centre is recognised as the most sophisticated in the world.

are given some revealing facts and figures about the stadium by television sports presenter Desmond Lynam over a PA system.

The tour is ideal for children, but would also be a great 'add-on' for supporters travelling to a game in the capital. Wembley offers 50p off each person's admission for groups and school bookings of 20 or more. Adults are £3, children (15 and under) and senior citizens £2 and students (on presentation of a student card) £2.50. Coach parking is

free.

Those who make pre-paid booking for 20 or more will receive one free ticket per 10. Teachers get one free ticket per 10. Wembley strongly advises that coach operators book before taking parties to the stadium. In the summer the first tour starts at 10am and the last departs at 4pm. In the winter the last tour starts an hour earlier.

Further details can be obtained by phoning Wembley Stadium Tours on 081 902 8833.



COACHES WELCOME



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Something for everyone

Still space in 1991

Autumn Breaks: minimum 2 nights

Pre-Xmas weekends December:
from £38 including Gala Dinner – Dancing
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from £58 including Gala Dinner – Dancing

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Special Rates: April, May & September

Group Rates all year

Full Board or Half-Board
Wide Selection of Hotels for all budgets

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nights entertainment, ample
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Mini breaks all year round from
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OPEN FOR CHRISTMAS with
special **CHRISTMAS THEME**
now taking bookings for 1992.

Tel. 0323 23510

(20217/HO)

DEVON

South Leigh Hotel



Ilfracombe, Devon

This family run hotel is close to all
amenities and level with the sea
front. All rooms en suite, tea and
coffee making facilities in all rooms.
Lift, entertainment and licence.

CHRISTMAS THEME
WEEKENDS IN DECEMBER
CHRISTMAS/NEW YEAR

NOW TAKING BOOKINGS
FOR 1992

Call us now to discuss your
requirements.

Tel. 0271 863976

(20867/CWL)

NEWQUAY

NEWQUAY MINERVA HOTEL

Family run hotel only yards
from beach and town.

TV all rooms, tea making facs,
central heating. Most en-suite,
6 nights entertainment!

Licensed bar

BBEM from £85 per week

MINI BREAKS AVAILABLE EARLY/LATE

Tel. (0637) 873439

(20973/CWL)

NEWQUAY

PARADISE BEACH HOTEL
Watergate Bay, TR8 4AB

A family run hotel 200 yards from
beach. Newquay approx 3 1/2 miles.
21 en suite rooms with col. TV,
tmkrs, hairdryer, telephone, CH,
sauna, solarium, games room, lic.
bar, dance floor, laundry room,
choice of menu, entertainment.

AVAILABILITY FOR SEPTEMBER,
OCTOBER, NOVEMBER and
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for 1992.

Contact: Ann Thomas on

(0637) 860273

(20164/CWL)

SKEGNESS

QUEENS HOTEL

49 SCARBOROUGH AVENUE, SKEGNESS

Mrs Sylvia Gordon would like to welcome coach parties to the Queens Hotel
situated just off the sea front.

★ 28 bedrooms, many en suite ★ Tea making facilities all rooms ★ TV
lounge ★ Very large dining room ★ Licensed bar ★ Entertainment
★ Excellent atmosphere ★ Wide varied menu (5 courses evening meal)
40 or over driver stays free. 50 or over 1 extra stays free.

Open all year round. 4 day Christmas House Party. And try our New Year
Party. 3 full days fun, food, festivities (20574/CWL)

REDUCTIONS FOR COACH PARTIES
BOOK YOUR 1992 HOLIDAY NOW TEL. 0754 2073

WALES

THE BELGRAVE HOTEL, TENBY

Warm, friendly, comfortable, good food, choice menu, nightly entertainment.
All bedrooms with tea, coffee making facilities, Sky TV. Most with private bathrooms.

1992 HALF BOARD JUNE, JULY & SEPT 6 or 7 nights £19.00 + VAT
MAY 5, 6 or 7 nights from £17.00 + VAT

Telephone Tenby (0834) 2377 ask for Malcolm Thomas

1991 OCT 4/5 nights mid week £15.00 + VAT (21100/CWL)

LLANDUDNO

ELSINORE HOTEL

GRAND PROMENADE, LLANDUDNO

★ Superb seafront position
★ Sun Verandah with beautiful views of the 'Ormes' & mountain scenery
★ Two minutes Pier, principal entertainment and shops
★ Central heating throughout ★ Residents bar ★ Lift ★ TV lounge
★ Varied menus ★ All rooms en suite (incl 13 single rooms)
★ Tea/coffee making facilities & TV in all bedrooms

★ Hotel completely refurbished
COACHES & PARTIES WELCOME
TARIFF NOW AVAILABLE FOR 1992

Joan & Alan Giblin

TEL (0492) 876923

(20260/CWL)



COACHES WELCOME





COACHES WELCOME



LEICESTERSHIRE

RESERVOIR INN, CROPSTON

Charnwoods Premier Inn

Set in 6 acres of land adjacent to
Bradgate Park and
Swithland Woods.

The Inn offers bar snacks and
afternoon teas.

Open 11am-11pm

Appointment only

Tel. 0533 362165

(Leicester) (1995/CWL)

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COACHES WELCOME

WYE VALLEY

NEW MEAL STOP!!!

for coaches touring the Wye Valley and

Forest of Dean,

Lunches - Dinners

Cream teas - Snacks

"OPEN ALL HOURS"

THE WYE KNOT INN

SYMONDS YAT WEST

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3 miles Monmouth, 7 miles Ross, overlook-
ing river and valley. River cruises available.
Booking preferred

(20538/CWL)

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GREEN HEAD HOTEL

Gateway to Hadrians Wall

just off A69

Tea, coffee and meal stops

★ OPEN ALL DAY ★

Coach parties and drivers
receive a warm welcome.

All enquiries

Tel. 0697 747411

(19381/HO)

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32/34 Birnbeck Road

Weston-Super-Mare BS23 2BX

The ideal position - on the seaford.

37 bedrooms, some en-suite, and with
superb sea views across Weston Bay.

For more details and available dates for
coach parties during 1992

**Tel: Mr & Mrs Cox on
(0934) 626707**

(20866/CWL)

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FIRCROFT & BURLINGTON HOTELS OWLS ROAD, BOURNEMOUTH, BH5 1AE.

- ★ Parking for coach ★ All rooms ensuite, col TV, tea mkg. ★ Choice of menus ★ Large ballrooms
- ★ Indoor pool, Jacuzzi, Sauna ★ Sports centre (9am-6pm) ★ 3 full size snooker tables ★ many
- sea view rooms (Burlington) ★ Entertainment ★ Out of season 3/4/5 day breaks
- ★ Close to sea & shops ★ 1 child FREE

TELEPHONE NOW FOR OUR SPECIAL COACHING RATES

0202 309771 OR 0202 398079

FAX 0202 302542

20152 CWL

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The Wooden Fender

Restaurant
(0206) 230466

* Extensive a la carte menu nightly except Tuesdays * Sunday lunches - starter choice of 5
roasts and sweet trolley * Week day lunches * Evening bar meals Monday to Sunday * Wedding
receptions * Business lunches * Associations & clubs * Parties of all
kinds catered for * Dance floor and disco supplied if required *

Coaches by arrangement.
Harwich Road, Ardleigh, Nr Colchester
(on A137 Colchester to Manningtree Rd)

(21087/CWL)



OXFORDSHIRE

The Bear Inn

Situated 1 mile off Junction 10 on the M40

Is ideally placed on the B4100 for Banbury, Bicester and Brackley.

With a warm friendly atmosphere this old world coaching inn offers home
cooked food and real ales. It is central for the Cotswolds, Blenheim Palace,
Silverstone, Towcester, Cheltenham, Newbury and Ascot Races.

★ Breakfast ★ Lunches ★ Dinner buffets ★ Driver free ★ Ample parking ★ Disabled facilities

Ring us now for further details

Jane Clifford. Tel. (0869) 346785

(20934/CWL)

ISLE OF WIGHT

SANDOWN ISLE OF WIGHT

**Dates now available
for 1992**

Hotel with excellent reputation
for good food and service.

1992 prices from £12.50 inclusive
VAT (17½%) per day

★ FULL BOARD ★

Don't delay - book today

More information by telephoning
(0983) 402266

RAYLES HOTEL

★ Probably the best value for money in
the world ★

(19934/CWL)

LINCOLNSHIRE

TREAT YOUR PASSENGERS TO A VISIT AT THE LAKESIDE TEA ROOMS

- ★ Childrens adventure playground
- ★ Farm shop
- ★ Rare breeds poultry park
- ★ Pick your own fruit farm
- ★ Brymores famous ices

Set in lovely surroundings. Ample
coach parking. Free meal for driver.
Open daily 9am-8pm. (Follow brown
tourist sign for Lakeside Adventure

Park A158 out of Lincoln)

Barlings Lane, Langworth,

Lincoln. Tel. (0522) 754226

(19909/CWL)

LEWES

PULL IN AT THE BLUE BELL INN

Open 8am-12.30pm

Bed, breakfast and evening meals,
snacks, sandwiches. We cater for your
every requirement in fast food

★ Restaurant & Bar

★ Children welcome (adventure
playground)

★ Large gardens with beautiful
surroundings

★ Within easy access to an assortment of
attractions in surrounding areas
Situated at the top of Broyle on the B2192
between Hallard and Ringmer, Nr Lewes.

Ample coach parking. Ring now.

Tel. (0825) 840315

(19912/CWL)

SHROPSHIRE

COACHES ARE ALWAYS
WELCOME at the

DENEHURST HOTEL & Leisure Centre

RAC★★  Fully Licensed

★ Lunches ★ Evening meals

★ 15 double/twin rooms

3/4 COACH CAPACITY FOR MEALS

(Up to 200 - drivers free!)

Large car park

CROWN GREEN BOWLS

SWIMMING POOL

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SHREWSBURY ROAD, CHURCH STRETTON

15 miles to Ludlow/Shrewsbury, 20 miles to

Ironbridge, 100 yards to Cardingwell Valley turn

(20869/CWL)



COACHES WELCOME



Coachmart CLASSIFIED MARKETPLACE

TELEPHONE 0733 898111 FAX 0733 62656

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Copy deadline: 1pm Tuesday for Thursday's issue. Cancellation deadline: 11am Tuesday.

BARGAIN BUSES



BARGAIN BUS

1978 (T) FORD PLAXTON SUPREME IV

53 seats, tinted windows, side lockers,
taxed October 1991, tested May 1992.

£4,950 + VAT

Tel: 0709 895602

(20423/BB)

BEDFORD

1979 V REG BEDFORD YMT DOMINANT II

53 seats, Telma Retarder, pod,
Bristol Dome, autolube, MoT April
1992, recently repanelled and
re-painted.

1979 V REG BEDFORD YLO DOMINANT II

MoT November 1991, 45 seats,
autolube, Bristol Dome.

Tel: 04884 438 or 0488 57107
evenings

(21131/BE)

BEDFORD PJK 29 SEATER, 1982

12 months test and taxed,
owned by us since new, good
condition, clean inside and
out, sale due to update of
fleet.

£9,750 + VAT ono

Tel. 061 624 7316

(21142/BE)

1983 BEDFORD YMT DOMINANT SERVICE BUS. 63 moquette seats/formica backed seats plus standees. Luggage area, destination gear. MoT March 1992. Excellent all round condition. **£22,500.** Tel: BARFORDIAN COACHES 0234 870235. (21017/BE)

1981 YMT SUPREME, 53, radio/PA, tints, dec curtains, Bristol dome, engine o/haul 8,000 miles, clutch 24,000 miles, 12 months MoT, excellent condition, **£10,000 + VAT.** King of the Road Coaches, Worthing. Tel. (0903) 34010/200245. (20883/BE)

1977 BEDFORD YMT, Moseley Estoril II, 53 seater, body in above average condition, MoT Dec '91, **£3,850 + VAT.** Grey's of Ely. Tel. (0353) 662300. (21090/BE)

1974 BEDFORD DOMINANT I, 53 seater, PA, Telma, MoT January 1992, taxed, vgc, first to see will buy, **£3,000 + VAT.** Tel. (0277) 354040 (Essex) anytime. (21096/BE)

BEDFORD



1983 BEDFORD YNT 11m DUPLÉ DOMINANT III

53 seats, recon engine 8/90, full MoT, Telma, speed limiter, double glazed, stereo, radio cassette.

£14,000 + VAT

Tel. 021-359 8877 No P/X

(20960/BED)



BEDFORD TURBO

53 seater, television, video, tinted windows, double glazed, twin micros, pa, radio cassette, extra running lights, Telma, taxed and MoT, finished in two pack paint.

£10,000 + VAT

Tel. 0457 868569

(21145/BE)

1982 YMT SUPREME, 53, radio/PA, tints, dec curtains, Bristol dome, engine o/haul 50,000 miles, clutch 37,000 miles, 12 months MoT, excellent condition, **£11,000 + VAT.** King of the Road Coaches, Worthing. Tel. (0903) 34010/200245. (20884/BE)

1973 YRT 53 SEATS, Leyland 401 engine, Duplé Dominant, tested April 1992, taxed Oct, good all round condition, make a good contract motor, try an offer around **£2,000.** Tel. Stoke-on-Trent (0782) 412372. (21034/BE)

1979 BEDFORD YLO, Plaxton Supreme, taxed, MoT June 1992. **£5,750 + VAT.** Tel. 0934 333177. (21133/BE)

1975 BEDFORD PJK, 29 seater coach, Plaxton Supreme, power door, MoT May '92, good condition and economical, **£2,500 + VAT.** Tel. Dorset (0935) 872390. (21036/BE)

BEDFORD YMT PLAXTON SUPREME III, 1977, 46 reclining seats, PA, radio, side lockers, test November 1991. **£2,750.** Tel. 0462 811470/815424, Andrew Sutcliffe. (21107/BE)

BOVA

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51 seats, centre sunken toilet, continental door, berth, Webasto, double glazing and finished all white. MoT June 1992.

AVAILABLE ON OPERATIONAL LEASE 3 TO 5 YEARS – SUBJECT TO STATUS

ENQUIRIES TO:

TONY SOLOMAN, UNITED COACH LEASING LTD. TEL. (0602) 411261

(21033/BO)

DAF

1985 DAF SB2300 PLAXTON PARAMOUNT 3500

4 Star, MoT May 1992, white/blue, speed limiter fitted, very good condition.

£35,000 + VAT

Part exchange B58 or Leyland Plaxton (78/80)

Further details contact
COTSWOLD COURIER SERVICES

0242 233533

(21047/DAF)

1982 DAF PLAXTON MB200

51 R, curtains, tinted windows, courier seat, good condition, MoT April '92.

£21,000 + VAT

Tel: 0279 435890

(21046/DAF)

BEDFORD

BEDFORD ELITE III, complete, non runner, will break, all parts available, screens, gearbox, diff etc, fair seats, vehicle in East London. Enquiries tel. **081 592 4592 or (0860) 638039.**

(20988/BE)

BEDFORD YMT 1979, Plaxton Supreme IV, 53 seater, re-moquetted 11 months, test good all round condition, ground floor, Bristol Dome, radio/PA, side lockers. **£8,000 + VAT.** Tel. 0922 31590. (21128/BE)

DAF

DAF PLAXTON

COACHES AT GIVE AWAY PRICES

1982 X Supreme V GT, 53 recliners, a/door, curtains, s/locker, air suspension, new s/engine, MoT Nov.....**£16,500**

1982 X Supreme V GT, 53 recliners, a/door, curtains, s/locker, air suspension, MoT March.....**£15,500**

1986 D Paramount Low Driver, 55 E seats, a/door, curtains, Telma, rear engine, choice of 2, MoT August.....**£39,500**

1988 E Paramount 3500, 53 recliners, a/door, curtains, etc, air suspension, MB230, MoT March.....**£64,000**

All prices quoted are subject to VAT

BENNETTS COACHES GLOUCESTER

(0452) 527809

After Hours (0452) 503995

(20429/DA)

DENNIS

MAYBURY'S OF LONDON LTD

1989 (F) DENNIS JAVELIN/DUPLE 320SL, 55 recliners, radio/PA/ cassette, curtains, excellent condition and maintained to the highest standards, MoT Jan 1992.

£47,000 + VAT

Contact: **RICHARD MAYBURY**

071 720 0143

(21136/DE)

DUPLE

1987

DUPLE 425

Cummins/ZF automatic, 46 recliners, 3 x TV monitors, wired for video (not supplied), toilet, galley with fridge, water boiler, sink and cupboards, rear continental door.

£45,000 + VAT ono

0202 537568 or 0929 554588

(21019/DU)

DOUBLE DECKERS

BRISTOL VRT

1978, MoT 8/92, engine fitted 4/91	£5,200
1978, MoT 8/92	£4,900
1978, MoT expired	£2,100
1977, MoT 3/92	£3,900
1977, MoT 6/92	£4,300
1977, MoT expired	£1,900
1976, MoT 10/91	£2,700

Withdrawn from service due to
midi replacements

Contact P. Bowran
(0782) 744744

Stoke on Trent **PMT**
(21098/DD)

FORD



AUGUST 1990 (H)

FORD IVECO

Carrosserie-Lorraine

30 seats, luxury coach, hi-spec,
43,000 kms.

For details to view, please call

Mr Moss on
0204 387661 (Bolton)

(21051/FO)

FOR SALE

2 1983 FORD, 45 seater Marshal service
buses. MoT Class 5 to June 1992.
Both low mileage. A very clean
ex-council. Must be seen. £4,500 +
£4,000 plus VAT. Delivered. Also (1
BEDFORD SAME).

EASTWOODS COMMERCIAL MOTORS LTD.
021 327 0629 FAX: 021 327 3800

(21137/FO)

1982 (X) FORD Dominant IV, 53 str, MoT June 92	£7,500
1979 (T) FORD Plaxton Supreme, 53 str, MoT April 92	£4,500
1979 (T) FORD Plaxton Supreme, 49 str, MoT May 92	£4,500
1979 (T) FORD Plaxton Supreme, 53 str, MoT Nov 91	£4,500
1978 (T) FORD Dominant II, 53 str, MoT Jan 92	£3,500
1978 (S) FORD Plaxton Supreme, 53 str, MoT May 92	£4,000
1977 (S) FORD Dominant, 53 str, MoT Feb 92	£2,500
1977 (S) FORD Dominant, 53 str, MoT July 92	£2,000
1976 (P) FORD Dominant, 53 str, MoT June 92	£1,750
1976 (P) FORD Plaxton Supreme, 53 str, MoT Aug 91	£1,750
1976 (P) FORD Plaxton Supreme, 53 str, MoT Dec 91	£1,750
1975 (P) FORD Plaxton Elite, 53 str, MoT June 92	£1,750
1975 (N) FORD Plaxton Elite, 53 str, MoT Dec 91	£1,500

Plus VAT @ 17½%

Ideal for schools and contract

All vehicles in daily use and available immediately

Tel: 091 527 0535

(20595/FO)

1979 FORD DOMI II, 8 Mtr,
33 semi-reclining seats, tinted
windows, continental door,
MoT March 1992, good
condition. £8,250 + VAT ono.

1979 53 SEATER, FORD
PLAXTON SUPREME, MoT
January 1992, taxed, in daily
use, good condition.

£6,500 + VAT ono

Tel: 0272 501722

(20966/FO)

1983 FORD DOMI III, power door, dou-
ble glazed, wired for TV, video, £8,250
+ VAT. 1978 FORD DOMI II, power
door, heated screens, £3,500 + VAT.
Tel. 081 854 5978 or 0831 231560.

(21091/FO)

FORD



FORD 31/35 SEATER

Tables, television, video, twin
micros, pa, tape deck, full draw
curtains, MoT and taxed, finished
in two pack paint.

£10,500 + VAT

Tel. 0457 868569

(21144/FO)

LEYLAND

1976 (R) LEOPARD SERVICE BUS, 51 seats, MoT
April 1992. £3,950.

1976 (P) LEOPARD SUPREME EXPRESS, 49
seats, MoT June 1992. £4,950.

1979 (T) LEOPARD SUPREME MK IV, 53 seats,
MoT December 1991. £10,250.

1984(A) TIGER 345 ZF PARAMOUNT 3500, 53
seats, toilet, video, radio cassette, tinted
windows, MoT March 1992. £35,000.

BARRY COOPER COACHES, WARRINGTON
0925 67321

(21041/LE)

LEYLAND

VALE OF LLANGOLLEN TRAVEL
CEFN MAWR WREXHAM

1985 LEYLAND TIGER 245/PLAXTON 3500

Choice of four – 49/51 Vogel recliners (grey or brown), ZF
manual gearbox, Blaupunkt PA/radio/cassette system, fully
drawn curtains, updated front and rear body – each in
excellent condition. Used only 6 months each year hence
low mileages – for sale due to fleet replacement.

£49,500 ono each

Part exchange considered

Enquiries to Llangollen (0978) 810070/1/2
during office hours.

(21099/LE)

LEYLAND
245 TIGERS

Semi-autos, long MoTs.

1983, Y reg, DOMINANT IV, 53 seats.

1983, A reg, PLAXTON 3200, 44 recliners, toilet and servery.

1985 B reg PLAXTON 3200, 50 recliners.

1985 C reg PLAXTON 3500, low driver, 49 recliners and toilet.

1985 C reg PLAXTON 3500, low driver, 44 recliners, toilet and servery.

All in white. Prices from £20,000 to £40,000 + VAT.

DORSET TRAVEL SERVICES 0202 537568 or 0929 554588

(21020/LE)

LEYLAND LEOPARD 680
PLAXTON SUPREME

1981 (W), 53 re-upholstered seats, two speed
axle, semi-automatic, Ferodo retarder, 12
metres, tinted windows, immaculate
throughout, 12 months MoT.

£18,500

Telephone: (0978) 756834

(21032/LEY)

IVECO

1986 IVECO ELMA, 16 seater mini-
coach, brown, high back seats, yellow/
orange/brown exterior, recon engine
recently fitted, radio, MoT 8/5/92.
£7,500 + VAT. FORD PLAXTON, 45
seater coach, first reg April 1987,
radio/PA, power door, MoT March
21st 1992, immaculate condition.
£12,000 + VAT. Tel. SMITHS of BUNT-
INGFORD 0763 71516. (21126/IV)

LEYLAND

1984 TIGER PARA 3500, 53 rec, new
engine approx 100,000 miles, clutch
6,000 miles, 12 months MoT, £32,500
+ VAT. King of the Road Coaches,
Worthing. Tel. (0903) 34010/200245.

(20888/LE)

1981 PLAXTON SUPREME GT,
LEYLAND LEOPARD, 53 seats,
tinted windows, Telma, new
engine 4/91. MoT 7/92.

£16,000 + VAT ono

Tel: 0603 870922 (Norwich)
0362 84377 (evenings)

(20432/LE)

1983 LEYLAND 245
TIGER PLAXTON
3500

4 star, double glazed, toilet, 46
recliners, speed limiter, t&t,
S/A.

£26,000 + VAT

Tel. (0244) 531042

(21113/LE)

1983 TIGER PARA 3500, 55 fixed, en-
gine o/haul 88,000 miles, clutch 60,000
miles, 12 months MoT, £30,000 +
VAT. King of the Road Coaches,
Worthing. Tel. (0903) 34010/200245.

(20886/LE)

1983 TIGER PARA 3500, 53 rec, new
engine 76,000 miles, clutch 35,000
miles, 12 months MoT, £30,000 +
VAT. King of the Road Coaches,
Worthing. Tel. (0903) 34010/200245.

(20885/LE)

LEYLAND

SPECIAL OFFER

1990 (G) LEYLAND TIGER,
PLAXTON 3500

L 10 Rated Engine 12 metre Chassis
3 Star Plaxton Spec 51 Seats & Crew

Specifications Include

Telma, air suspension, microphones,
bed compartment, double glazed,
moquette trim.

Choice of six vehicles in as new
condition.

Offered at a considerable saving on new
price. For sale on behalf of clients.

Contact: Phennicus Ltd.,
Buckworth Road, Alconbury Weston,
Huntingdon.

Tel: 0480 891642 days, 0733 265251
evenings. Fax: 0480 890488.

(20994/LE)

ELME/SWIFT, 39 seater, 9.2m, new
coach available for immediate deliv-
ery to Orion spec, finished in white
with brown interior trim. Forced air
vent, reading lights, power door, 3.5
cubic metre boot, tinted windows, cur-
tains, courier seat, not registered.
POA. Contact Avondale International
Ltd, Chris Swift on St. Annes 0253
727211 or Fax 0253 714210. (21125/LE)

1985 LEYLAND TIGER, 245 Plaxton Pa-
ramount, low driver, 53 recliners, cur-
tains, courier seat, radio cassette,
good MoT, speed limiter, any reason-
able offer considered. 1978 LEYLAND
LEOPARD semi-auto, 47 recliners, cur-
tains, very clean motor for year,
£6,750 ono + VAT. Tel. (0729) 822449,
(0729) 823409 eves. (21035/LE)

LEYLAND LEOPARDS from 1972-82,
semi autos, various bodies, from
£3,950 + VAT. All in current use. LEY-
LAND NATIONALS, 1974-78, all in cur-
rent use, from £3,950 + VAT. For full
details call Jim on 0827 898111.

(20484/LE)

1971 680 LEOPARD PLAXTON ELITE
MK IV, Supreme front, 49 re-trimmed
seats, power door, recon gearbox,
tested 12 months, exceptional con-
dition throughout. £3,250 + VAT. Tel.
0282 30549 (Burnley). Mobile 0836
220781. (21141/LE)

1978 (S) NATIONAL, dark blue and
beige, 2-door, 36 seats + 27 standing,
tachograph, 5-speed, auto and semi,
new MOT, ready for work. £3,500 +
VAT. Tel. 0860 561515. (21062/LE)

1984 TIGER CARIBBEAN, 55 rec, tints,
blinds, new engine 81,000 miles,
clutch 8,000 miles, diff 6,000 miles, 12
months MoT, £30,000 + VAT. King of
the Road Coaches, Worthing. Tel.
(0903) 34010/200245. (20887/LE)

TIGER 245 Plaxton 3500, ZF box, full
exec spec. £32,500 + VAT. Tel. 061 777
9021. (21123/LE)

1979-80 LEOPARDS, choice of 2, vari-
ous specs. £10,500 each + VAT. Tel.
061 777 9021. (21124/LE)

MERCEDES

1989 G REG MERCEDES 811D. Reeve
Burgess, Beaver body, 33 seats, good
condition, power door, MoT July 1992.
Choice of two. Tel. 0698 793506/
792800. (20965/ME)

1988 F MERCEDES 609D, luxury
conversion, large boot, 23 seater, tested
June 1992, very good condition,
£16,500 + VAT. No offers. Tel. (0594)
563669 Gloucs. (21040/ME)

1990 MERCEDES 408D, 15 seater,
Coachcraft conversion, Vogel seats,
Bristol Dome, radio cassette, extract
fan, very good condition. £15,500 ono
+ VAT. Tel. 0742 460111. (21129/ME)

MERCEDES

EXECUTIVE MERCEDES 811D

August '88, 24-30 seats. Tables with lamps,
toilet/washroom, bar, water boiler, forced air/reading
lights. TV/video, PA system, telephone, radio/cassette,
power door, large boot, full maintenance history.
Available 31.7.91.

£27,000 for quick sale

Tel. (0494) 816159

(21092/ME)

MERCEDES 814D

1989 REEVE
BURGESS

33 coach seats, power door +
boot, tinted windows, radio +
PA, new test.

£34,000 + VAT

Tel. (0623) 421521

(21037/ME)

1996 (10)

25 seate **SOLD** Mercedes.

1988 507D

20 seater, E reg, 2 tables.

Both in very clean
condition and priced to
sell.

£11,500 + VAT each or

Tel: 0827 310770

(21109/ME)

NEOPLAN

CITYLINER, August 1983, private plate
Mercedes V8, 51/53 recliners, full ex-
ecutive, MoT May 1992, colour white
with yellow, blue and red stripes, vgc.
£42,000 + VAT. Tel. 051 724 5727.

(21110/NE)

SCANIA

1988 SCANIA K112 PLAXTON 3500, 2
star, 53 recliners, d/glazed, full draw
curtains, continental door, Telma, low
miles. Open to offers or part ex-
change. Tel. Browns Coaches, Ponte-
fract 0977 647454. (21118/SC)

SETRA

1983 PRIVATE PLATE
HI LINE SETRA 215 HD

Superb condition, 49 recliners + courier,
toilet, coffee machine, 2 x TV video, voith,
Webasto, air suspension, bunk, just
sprayed, twin pack white.

£47,500 + VAT

Tel. (0375) 673482 day

(0375) 670163 eves

(21120/SE)

VAN HOOL



SCOTLAND

SALES · SERVICE · SPARES
MOSELEY DISTRIBUTORS LTD

COATBRIDGE (0236) 40559

24 HOUR, 7 DAYS-A-WEEK EMERGENCY GLASS
REPLACEMENT SERVICE - AFTER HOURS CONTACT
(0324) 814192 OR (0236) 83494

(18547/VH)

VOLVO

VOLVO B10M IKARUS
BLUE DANUBE 1988 (E REG)

6 speed ZF, Pannier lockers, power door, centre
continental door, driver's bunk, toilet, d/glazed,
wired for TV/video, radio/PA/cass, 49 recliners
+ courier, choice of 2. Must sell due to new
arrivals, hence

£58,500 £57,500 each + VAT

Tel. (0993) 771445, (0993) 844377

after hours (21108/VO)

1981 508D ROBIN HOOD
Conversion, 19 seats, £5,000 + VAT

1988 811D ROBIN HOOD

Coachbuilt, 19 seats + courier
seat, very spacious, large boot,
many extras, £19,500 + VAT

Both vehicles owned by us
since new

EASSONS COACHES,
SOUTHAMPTON

(0703) 448153 or 434447

(21015/ME)

VOLVO

VOLVO

1982 Volvo B58 Plaxton 12m, d/glazed, 53 seats,
s/auto, radio/PA, power door, retrim and refloored,
long MoT £24,950

1981 Volvo B58 Plaxton 12m, 57 seats, test Dec '91,
6sp, ZF, radio PA, power door, white £17,950

1980 Volvo B58 Plaxton 12m, 57 retrimmed seats,
semi-auto, radio/PA, power door, white £15,950

1980 Volvo B58 Unicar, 53 retrimmed seats, power
door, test Jan '92. Bargain at £7,950

1978 Volvo B58 Carstano, 53 seats, power door, 6sp,
ZF, test July '91 £6,950

1976 Volvo B58 Plaxton, 53 retrimmed seats,
express doors, semi auto, test Nov '91 £6,950

1975 & 76 Volvo Alisa Deckers, choice of six,
single and double doors, all tidy with long tests,
from £3,500

All prices plus VAT

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Nottingham (0602) 784645

Skills

(21115/VO)

1979 VOLVO B58
PLAXTON
VIEWMASTER

48 recliners plus courier seat,
toilet, TV/video, servery/coffee
machine/fridge,
PA/radio/cassette. MoT
February 1992. 6 months tax.
Good condition throughout.

£18,250 ono

Tel: 081 575 3762 ask for Bill
081 578 8531 ask for Mitch

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VOLVO C10M
HIGHLINE
INTEGRAL

1986, 49 recliners + courier,
curtains, carpets, TV, toilet,
coffee machine, fridge,
driver's bunk, full air
conditioning, double glazed,
Webasto & Voith, first class
condition.

£62,500 + VAT

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(21116/VO)

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CLASSIFIED

WILLOWBROOK


NEW CRUSADER
Luxury Coach on Leopard
Chassis

Specification includes 48 fixed coach seats, saloon toilet, tinted double glazing, curtains, full moquette/carpeted interior, radio/PA, power door, etc.

OFFERS

Part Exchange Considered

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NOW AVAILABLE
WARRIOR on BEDFORD
YRT CHASSIS

Service bus, 4 years old.

OFFERS

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(21143/WB)

WELFARE VEHICLES

LOCAL COUNCIL
CONTRACTS COMING UP

Welfare tail lift minibuses direct from local authorities. All transit dormobile bodies with various quick release seating and wheelchair tracking etc. All fully painted with 12 months MoT.

PRICES FROM £2,750 + VAT

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Ambulance sales for over 20 years
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1988

RENAULT MASTER
EXECUTIVE MINIBUS

13 seats plus courier seat, air door, coffee machine, TV, underfloor luggage.

£12,500 + VAT

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D REG FREIGHT ROVER SHERPA 350 DORMOBILE, 20 moquette seats + 2 standees, 2.5 diesel, 5-speed, p/door, 1 owner, very clean and tidy, year's PSV, super driver, unbeatable. **£3,295 ono + VAT. Tel. 0622 757101.**

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1989 (F) FREIGHT ROVER COMBI PSV, 12 seater, tested to 21/3/92, Perkins DI Diesel, very economical, excellent condition, sale due to end of contract, **£4,750 + VAT ono. Tel. (0437) 890230 or (0437) 78575 (after 7).** (20427/MB)

MINIBUSES

2 x MERCEDES
507D

16 seater minibuses, 1987, black, tinted windows, TV & video, fully carpeted, one owner, fully refurbished June 1991.

£13,500 each + VAT

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(20904/MB)

1981 (X) MERCEDES, 12 seats, MoT. **£2,000**

1980 (W) 'MINI PLAXTON', 15 seats, MoT. **£3,250**

1980 (W) REEBUR, 17 seats, MoT. **£3,250**

1984 (B) MERCEDES, 21 seats, MoT. **£10,500**

1979 (V) FORD, 45 seats, MoT. **£4,500**

All the above are taxed and have coach seats.

All vehicles subject to VAT

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(21093/MB)

MINIBUSES


WESTERN
COMMERCIAL
NEW STOCK

811 TURBO MERCEDES. PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

811 TURBO MERCEDES. PMT, 27 seats, wide body, full width coach seats, as above.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

709 MERCEDES ALEXANDER, 25 seats, bus spec, electric door, standees or dual purpose seats available, stock.

410D MERCEDES, 16 seat, full luxury, stock.

308 MERCEDES, 12 seat, luxury.

USED

1989 MERCEDES 814, 26 seats, full luxury, electric door, huge boot.

1989 MERCEDES 408, 15 seats, luxury.

1987 207 MERCEDES, 8 seats, non PSV, large luggage space.

1986 CAETANO, 19 seater.

1986 MERCEDES, 21 seats, new MoT.

1984 MERCEDES, 21 seater.

1982 MERCEDES, 19 seats. New MoT.

STAGE CARRIAGE DUAL PURPOSE

1988 811 MERCEDES ALEXANDER, 33 seats, electric door plus standees.

1988 709D MERCEDES ALEXANDER, 25 seats, electric door, + standees.

1986 FORD TRANSIT, 16 + standees, electric door.

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★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

FULL STAGE SPECIFICATION CARLYLE BODIED
MINIBUSES WITH CURRENT PSV

1985/6 'C' TRANSIT, 16 seat, from **£4,750**

1986/7 'D' SHERPA, 16 seat, from

£4,250

1987 'D' SHERPA, 20 seat, from.....**£5,950**

1989 'G' SHERPA MK II, 20 seat, from

£15,950

49/10 IVECO. 21 seats plus 3 standees.

1987 'D' PSV. January 92 **£7,950**

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★

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All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability.

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NORTH WEST COACH SALES LTD

Deal direct with the manufacturers, the quality PSV and Welfare converters

Mercedes 609D, 19 seat coach	from £27,645
Mercedes 609D, 24 seat coach	from £28,045
Mercedes 609D, 26 seat coach	from £28,245
Mercedes 609D, 24 seat + standees, service bus	from £30,100
Mercedes 410D, 15/16 seat minibus	from £22,050
Mercedes 814D, Midi executive coach to - various specifications	POA

1988 E reg Freight Rover 300, 16 seat minibus

Prices do not include VAT

Finance arranged subject to status

Conversions on Renault, Ford, Talbot Express and Freight Rover vehicles

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(20492/MB)

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TOYOTA
OPTIMO1984 (B) BEDFORD CF 28D,
5 speed, 8 seats
£1,5001982 X BEDFORD 250 Petrol
12 seat Dormobile conversion,
interior immaculate, needs
respray. £1,8001989 F IVECO 45.10
Turbo, 18 seat Coachcraft
conversion, excellent condition,
£17,5001988 E TOYOTA OPTIMO
18 seat, video, fridge and boiler,
MoT May '92, base white. OffersWEST DURHAM
COACH SALES LTD
0388 811848G REG TRANSIT DIESEL
12 seats, M2M conversion
£11,9501985 C MERCEDES BENZ 608D
21 seat Reeve Burgess
£13,5001986 C MERCEDES 307D
Hi roof, 12 seat, new engine
and gearbox. £9,0001989 F FREIGHT ROVER 310D
Low roof, 16 seat factory
conversion, repainted white, £9,000

(21127/MB)

QUALITY
USED
VEHICLES

MERCEDES 207D, Devon, 1980 (V), 12 high back seats, recent engine and clutch, MoT May 1992. £3,250 + VAT ono. TALBOT Express 1500D, long wheelbase, high roof, 14 seater, 1986 (C), recent engine, MoT April 1992. £4,750 + VAT ono. Tel. Alpha Coaches (Hull) 0482 658137. (21135/MB)

TALBOT EXPRESS, 14 seat, PSV, 1989, G reg, diesel, 5 speed, high back seats, luggage racks, tinted windows, roof vent, stereo, saloon heater etc, ex con. £8,750 + VAT. Tel. G.M. Coachworks, Devon, 0803 812260. (21122/MB)

1986 RENAULT MAXIBUS. 19 seater, diesel, white, MoT, fitted roof rack. £6,500 ono. Tel. Victoria Motors, 0272 276909. (20955/MB)

FREIGHT ROVER. 16 seats, MoT 11/91, defective engine and gearbox, tyres included, only £1,400 + VAT. Tel. PMT (0782) 744744. (21045/MB)

MERCEDES 207, Y reg, 12 moquette seats, very good condition. £3,000 + VAT. Tel. 0248 722694. (21114/MB)

FOR SALE again due to timewasters. 1983 FIAT CAETANO BEVA, 18 seats, vgc, 9 months ticket, new liners and pistons, open to offers. Also one set of Duple 53 seats and complete set of glass for Duple. Tel. 031 440 3337 or 031 440 3878. (21050/MB)

D REG FREIGHT ROVER CARLYLE, 18/20 seater, taxed, tested October, all white, ready for work. £3,500 ono + VAT. Tel. 021 771 3558. (21105/MB)

1989 (F) MERCEDES 609D, Coachcraft 21 seat luxury conversion, deep boot, skirts, saloon heater, luggage racks. £18,500 + VAT. Tel. Browns Coaches, Pontefract 0977 647454. (21117/MB)

SITUATIONS WANTED

SITUATION
WANTED

TIME-SERVED MECHANIC with C.P.C., P.S.V., National clean licences. Presently employed as Transport Manager, seeking relocation. Free from early November.

Replies to: Box No 20421, COACHMART, WENTWORTH HOUSE, WENTWORTH STREET, PETERBOROUGH

(20421/SW)

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SUTRAK front-load
fridge
SNOW CHAINS
(195x80)

24-VOLT FLEXILIGHT
+ various odds and
sods

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(21065/MIS)

MINIBUSES

M-2-M

QUALITY NEW VEHICLES AT REALISTIC PRICE

SPECIAL OFFER - LAST ONE AVAILABLE

NEW MODEL TALBOT EXPRESS SWB. 1.9 litre PEUGEOT diesel, 12 low back maroon and grey seats set on tracking, soft trim interior, hardwearing armouflex floor covering, air intake/extract unit with aerodynamic cowl, dim/bright interior lights, radio/cassette, bronze tinted windows. The ideal contract vehicle was £10,000 **NOW £9,000**

EX STOCK

MERCEDES BENZ 609D. 26 seat, power steering, coach back end, off-side emergency exit, full length luggage racks with driver's locker, lift up roof vent, air intake/extract unit, saloon heater, Blaupunkt stereo radio/cassette, dim/bright interior lights, moulded side-skirts, decorative curtains, bronze tinted windows, wheel trims..... **£26,500**

MERCEDES BENZ 609D. 24 seat, large boot, power steering, coach back end, off-side emergency exit, 24 high back capri seats in red/grey set on tracking, full length luggage racks with driver's locker, lift up roof vent, raised floor - no wheelarches, air intake/extract unit, saloon heater, Blaupunkt stereo radio/cassette, dim/bright interior lights, moulded side skirts, decorative curtains, bronze tinted windows, wheel trims..... **£27,000**

Orders now being taken for **16 seat LEYLAND DAF diesel** from **£16,000**
Delivery 3/4 weeks.

(21121/MB)

ALL PRICES INCLUDE CIF & 12 MONTHS ROAD TAX
FINANCE ARRANGED
TEL. 061 494 6117

UNCLASSIFIED

VANGUARD
BUS AND COACH SALES

1985 Duple Caribbean II, Leyland Tiger 245, 50 reclining seats + courier, vgc, MoT Feb 1992.....	£29,500
1984 Duple Laser Tiger 245, 50 reclining seats, MoT '92.....	£22,500
1984 Duple Caribbean, Leyland Tiger 245, 46 recliners, good condition, MoT Jan '92.....	£23,500
1984 Paramount 3500 Tiger 245 Exec, good condition, new MoT.....	£32,500
1983 Bedford CF petrol, 12 seater, MoT October.....	£1,000
1983 Paramount 3200 Tiger 245, 53, express, vgc, MoT, repainted white.....	£27,500
1982 Bedford YNT, 53 seats, MoT June '92, good condition.....	£11,500
1981 Plaxton Volvo B58, 12 metre, 53 E-type seats, vgc, new MoT, panelled and painted.....	£18,500
1981 Goldliner B10M Volvo, 46 recliners with toilet, repanelled, very nice condition, long MoT.....	£22,000
1977 Leopard Plaxton Supreme, S/A, power door, MoT May '92, very tidy.....	£3,900
1976 Leopard Plaxton Supreme, S/A, power door, MoT May '92, good condition.....	£3,500

P/X considered, finance available at very competitive rates,
existing HP settled (subject to status).
Short and long term hiring available.

(21119/UN)

Contact: **STEVE COOK** on (COVENTRY) 0203 490669
Fax 0203 643355 Mobile 0831 155071

1988 FORD IVECO

21 seater Reeve Burgess, grey/red high back seats, with grey soft trim, exterior white/red, large boot, power door, MoT July '92.
£15,500 + VAT

1977/78 FORD PLAXTON

53 red remounted seats, power door, Bristol dome etc, choice of 4, all with long MoTs.
From **£3,500 + VAT**

1978 LEYLAND LEOPARD AUTO
53 retrimmed seats (autumn tint), white/red exterior, MoT Jan '92.
£7,950 + VAT

1980 MERCEDES 207
12 seater, non PSV, MoT July '92.
£1,250 + VAT

Tel. (0785) 284667

(21000/UN)

DUE TO THE SALE OF
OUR BUSINESS WE
HAVE THE FOLLOWING
COACHES FOR SALE

C REG YNT PLAXTON 3200, 53 seater, factory reconditioned engine last season, good all round condition, test December 1991. **£27,500**

C REG 1986 BEDFORD YNV CAETANO ALGARVE, 53 recliners, full continental door, drinks machine, just completed recon engine, test Feb '92. **£29,000**

C REG VOLVO B10M LOW DRIVER HIGH LINE, 51 recliners, toilet, TV, video, blue spot stereo tape/radio, just refurbished, very good condition, test July 1992.
£45,000

We would consider part exchange for any of the above for luxury midi coach.

Tel: Derek 0902 724402 anytime

(21138/UN)

2 X MERCEDES 508D, 19 seaters, 1982. **£4,850 + VAT** each. **Tel. 081 893 2030** for details.

(21112/UN)

UNCLASSIFIED

REGAL

COACH SALES LTD.

1990 (G) VOLVO B10M DUPLÉ 340, 53 seats, centre continental door, toilet, TV, video, long MoT.

1989 (F) VOLVO 10M 3500 PARAMOUNT, 53 seats, rear continental door, toilet, long MoTs, choice of two.

1988 (F) MERCEDES 609D, Minicoach, 26 seats, power door, Scotts luxury conversion, power door, MoT Dec '91.

1986 (D) CAETANO IVECO, 24 seats bus, manual, Telma retarder, choice of 2. Two new MoTs.

1986 (C) FORD TRANSIT, 16 seater, luxury mini coach, MoT March 1992.

1986 (C) FORD TRANSIT, 16 seater mini coach, power door, MoT March 1992.

1985 (B) LEYLAND TIGER CUB DUPLÉ DOMINANT, 27 coach seats, Allison auto, luggage pen, power door, choice of two, new MoTs.

1984 DAF JONCKHEERE, 49 seats, toilet, TV, video, MoT March 1992.

1984 PRIVATE PLATE DAF SBR 2300 JONCKHEERE, 3 axle, 71 seats, toilet, TV, video, MoT May 1991.

1983 (Y) VOLVO B10M DUPLÉ DOMINANT IV. 12 mtr, 53 seats, radio, PA, new MoT.

1981 (W) BOVA EUROPA, 53 seats, courier seat, radio/PA, MoT Dec '91.

1978 (T) LEYLAND NATIONAL. 49 seats, 22 standees, choice of 2. Long MoTs.

**OLD MILL PARK, KIRKINTILLOCH,
GLASGOW G66 1SP**

Day Telephone: 041-776 3268

Fax 041-777 8138 Evenings 041-775 1884

(20455/UN)

NEOPLAN SKYLINER, 77 seater, Mercedes V10, MoT July '92, new tyres, complete brakes reline, 4 TVs, video, radio cassette, PA, toilet, boiler, large fridge..... **£39,950**

1985 JONCKHEERE P599, DAF SB2300, 51 recliners + courier, video, 2 TVs, Blaupunkt radio cassette, PA, toilet, bunk, blinds, coffee machine, MoT Aug '92 **£39,950**

1985 BOVA FUTURA, 49 recliners + courier, 2 TVs, video, water boiler, toilet, Webasto, MoT October 1991, private plate..... **£32,950**

1984 BOVA FUTURA, 49 recliners plus courier, 2 16in TVs, video, toilet, Webasto, water boiler, fridge, curtains, carpets, new windscreen, driver's bunk, MoT June 1992..... **£30,950**

**Hursts of Wigan
(0942) 47703**

(21048/UN)

LEYLAND LEOPARD PLAXTON, 57 seater, T reg, 1979, in excellent condition, semi-auto, Telma.
£11,000 + VAT

BEDFORD DUPLÉ DOMINANT II, 1979, 53 seater, excellent condition.
£4,950 + VAT

IVECO MINICOACH, 14 seats, C reg, new MoT, owned by us since new.
£4,500 + VAT

BEDFORD CF MINIBUS, 12 seats, petrol, retrimmed. **£1,500**
REEVE BURGESS MINICOACH, diesel, 17 seats, no MoT.
£1,850 + VAT

RECOVERY TRUCK, twin lift, non-runner. **£1,200**

DOUBLE DECKERS WANTED FOR CASH

Tel: 0222 884648

(21097/UN)

WOMBWELL DIESELS COMPANY LTD.

PASSENGER VEHICLE SALES

DOUBLE DECKERS SINGLE DECKERS PRICE FROM £2,000

DOUBLE DECKERS

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance, **new test**.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. **New test**.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
 1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, **long test**.

CHEAP DOUBLE DECKERS

3 X 1972 LEYLAND ATLANTANS, 78 seats, Alexander bodies. Tests expired.
 2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats, newly painted in white.
 1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91. **£6,750**.
 1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 new retrimmed seats. Repainted.
 3 X 1986 MCW METROLINERS. Executive spec, Cummins L10 engines and servery (single deck coaches). **£30,000**.
Long tests.
 2 X 1985 MCW METROLINERS. Cummins L10 engine with toilet, single deck coaches, newly painted. **Long tests**.
 1984 MCW METROLINER. Cummins L10 engine, 51 recl seats, single deck coach, newly painted. **Long test**.
 1984 MCW HIGHLINE **SOLD** ins L10 engine, 69 reclining seats, test December.
 1984 ROYAL TIGER DOYEN, long test, very good condition, semi-auto.

COLLECTOR'S ITEMS

LEYLAND E39 engine and gearbox.
 BRISTOL AVW engine and box.
 1965 ROUTEMASTER, 64 seats.
 1963 ROUTEMASTER, 64 seats. Test expired.
 RT and ROUTEMASTER spares.

2 RECONDITIONED
 LEYLAND 510 TURBO
 ENGINES, BRISTOL VR
 APPLICATION

1976 VOLVO AILSA **SOLD**. Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, **SOLD** Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
 1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
 1975 LEYLAND ATLANTAN, Northern Counties body, 75 seats, power steering. Test expired.
 1975 LEYLAND ATLANTAN, Northern Counties body, 75 seats, power steering. Test expired.
 1975 LEYLAND ATLANTAN, Northern Counties body, 75 seats, power steering.
 1976 LEYLAND ATLANTAN, Northern Counties body, 75 seats, power steering. Test expired.
 1976 LEYLAND ATLANTAN, ECW body, 74 seats, power steering. Test expired.

SINGLE DECKERS

PRICES FROM £3,000.
 1976 10.3M LEYLAND NATIONAL. 41 seats.
 1978 11.3M LEYLAND NATIONAL. 49 seats.
 1973 11.3M LEYLAND NATIONAL **SOLD** **Long test**. 49 seats.
 1979 11.3M LEYLAND NATIONAL, 49 seats.

1980 LEYLAND **SOLD** IAL MK II. Leyland 680 e.g. January '92.

**SELF DRIVE,
 DOUBLE DECK VOLVOS
 AND SINGLE DECK
 SERVICES BUSES
 FOR HIRE**

TEST DATES NOW AVAILABLE FOR THE ABOVE VEHICLES.

Any vehicle purchased can be painted in the colour of your choice.

We are now offering full maintenance facilities including rolling road, MoT preparation work and tests. Monthly inspections, PSVs or commercials plus coach and commercial recovery nationwide. Call now for lowest rates.

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Buses and coaches, scrap or re-usable. Best prices paid. Cash on collection.

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Large selection spares including: Bristol VRT, Bristol RE, Volvo Ailsas, Leyland National, Leyland Atlantean, Leyland Leopards, Daimler Fleetline, AEC Reliance, AEC Regent, Routemaster and some RT spares.
Supreme III spares and including glass. Leyland National engines, gearboxes and rear axles now available.

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0226 284187 (Paul) or Mobile 0836 363223 Fax. 0226 340500

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(13734/UN)

BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET, GLASGOW

All Mercedes 2 years warranty
or 200,000 kilometres

NEW MERCEDES 709D, coachbuilt, 29 + 10 Dip Tac
standees, power service door, 5 weeks.

NEW MERCEDES 814D turbo, 33 c/seats,
armrests, boot, full spec, power door. Stock.

NEW MERCEDES 811D, Coach Built 33
service, wide ent, p/door, 12 standees, 4 weeks.

NEW MERCEDES 609D, power door, 24
c/seats, or 26 man/door. Stock.

NEW IVECO COACHBUILT, 49-10 service bus,
25 + 5 standees, wide passage and entrance,
easy clean interior, coach seats, early.

NEW TALBOT TRI AXLE, 22 + 7 standees, PSV,
power door, service, moquette seats.
Dip tack. stock.

NEW MERCEDES 814D, coach built, 33 luxury, power
swivel door, large boot, stock.

NEW MERCEDES 709, manual, 29 + 10 standees,
5 weeks.

NEW MERCEDES 609D, 24 seats, large boot, stock.

NEW MERCEDES 609D, 24 c/seats, p/door, stock.

NEW TRANSIT 20, power door, power steering, air
suspension, 4 4 standees. Early.

NEW TRANSIT 16, Diesel, power door, coach or
service seats, 3 weeks.

NEW TRANSIT 16 Turbo, ELB, power door, 2 weeks.

NEW TRANSIT 16, Hi-roof, diesel, coach seats. Stock.

NEW TRANSIT 16, diesel, 5-speed, s/door, 7 days.

NEW TRANSIT, 15 seats, 5-speed, diesel & petrol,
stock.

NEW TRANSIT 16, diesel, automatic, early.

NEW TRANSIT 16, diesel, sliding door, coach seats,
high roof, coachbuilt, stock.

NEW TRANSIT 20, power door, plus 4 standees,
diesel, 5-speed, choice coach or service seats.
Early.

NEW DAF 400, 16 coach spec, u/floor taillift fitted and
certified PSV, 2 weeks.

NEW DAF 400, diesel, 16 PSV, hi spec, stock.

NEW TALBOT 14, wheelchair ramp, diesel, 14 days.

NEW TALBOT High roof, 14, luxury, stock.

NEW TALBOT 12+, driver, diesel PSV, stock.

NEW MERCEDES 709D, 27 + u/f chair lift, 3 weeks.

NEW MERCEDES 410, 16 seats, luxury, stock.

NEW MERCEDES 408 Luxury, 16, stock.

NEW MERCEDES 308, Luxury, 12, stock.

ALL OPEN TO REASONABLE OFFERS

90 TALBOT, 14 coach diesel, PSV.

89 G LEYLAND (TALBOT), 16 PSV, testing.

89 F ROVER 12 Diesel, SLD.

87 IVECO 18 seat, power door.

87 TRANSIT 12, Di, LWB, PSV tested.

87 TALBOT 12, diesel, 5 speed.

87 (D) FREIGHT ROVER, Deansgate, 16 diesel.

86 RENAULT Dodge Alexander Service Bus,
auto, p/steering, 21 + 6, Telma, p/door.

86 OPTARE CUB, auto, 33 p/door & standees.

86 (E) IVECO CAETANO, 24 air door, dual
purpose.

86 DATSUN DIESEL crew bus, h/roof, low
mileage.

1986 RENAULT 21 service, power door, auto,
Telma.

86 F ROVER, petrol, 16, PSV.

86 SCANIA PLAXTON 4000, 71 seats, toilet,
servery, triple axle, CAG.

85 TALBOT, 12, PSV, petrol.

85 TRANSIT 16 Di coach seats, tested.

84 LEYLAND NATIONAL BENDI BUS, offers.

84 TRANSIT 16, petrol, sweet sixteen.

84 DAF JONCKHEERE MB200, Exec 49 + video.

83 DODGE R BURGESS, diesel, auto, 17 F door.

82 VOLVO B10 GOLDLINER, large windows,
recliners, testing.

82 TRANSIT, 12 LWB, PSV, petrol, O/D, £1,000.

82 TRANSIT, 12 diesel, PSV, LWB, tested.

81 DAF 200 Exec, 48 + TV, Alpha, new test.
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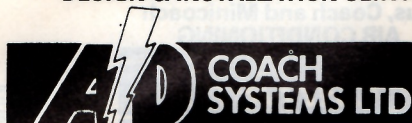
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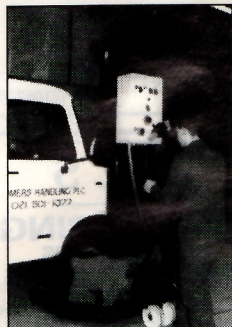
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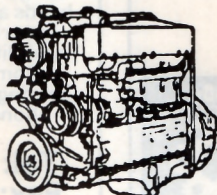
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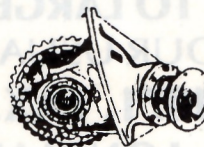
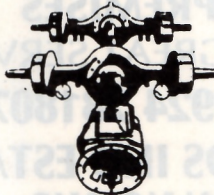
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